

Notice of meeting and agenda

Transport and Environment Committee

10:00am Tuesday 25 August 2015

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

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

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Transport and Environment Committee 2 June 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 Transport for Edinburgh - Annual Performance Report - report by the Acting Director of Services for Communities (circulated)
- 7.2 Craigpark Crescent Play Area – report by the Acting Director of Services for Communities (circulated)
- 7.3 Progress on Alternative Uses of Bowling Greens - report by the Acting Director of Services for Communities (circulated)
- 7.4 A Public Park Events Space - report by the Acting Director of Services for Communities (circulated)
- 7.5 Flood Risk Management – Consultation and Prioritisation Feedback - report by the Acting Director of Services for Communities (circulated)
- 7.6 Cleanliness of the City – report by the Acting Director of Services for Communities (circulated)
- 7.7 Public Utility Company Performance 2014/15 – report by the Acting Director of Services for Communities (circulated)

- 7.8 Landfill and Recycling – report by the Acting Director of Services for Communities (circulated)
- 7.9 Commercial Waste at Community Recycling Centres – report by the Acting Director of Services for Communities (circulated)
- 7.10 Improving Air Quality in Edinburgh – report by the Acting Director of Services for Communities (circulated)
- 7.11 Corporate Performance Framework - Performance from December 2014 to May 2015 – report by the Acting Director of Services for Communities (circulated)
- 7.12 Services for Communities Financial Monitoring – Month 3 2015/16 - report by the Acting Director of Services for Communities (circulated)
- 7.13 Edinburgh Street Design Guidance - report by the Acting Director of Services for Communities (circulated)
- 7.14 Delivering the Local Transport Strategy 2014-2019 – Draft Parking Action Plan - report by the Acting Director of Services for Communities (circulated)
- 7.15 Assessing Supported Bus Services - report by the Acting Director of Services for Communities (circulated)
- 7.16 7% Budget Commitment to Cycling - Summary of Expenditure - report by the Acting Director of Services for Communities (circulated)
- 7.17 Roads Asset Management - Spray Injection Patching - report by the Acting Director of Services for Communities (circulated)
- 7.18 School Streets Phase 1 Consultation on Experimental Traffic Regulation Order - report by the Acting Director of Services for Communities (circulated)
- 7.19 Edinburgh Conscientious Objectors Memorial Petition - referral from the Petitions Committee (circulated)
- 7.20 Register Lanes Update – referral from the Economy Committee (circulated)

8. Routine decisions

- 8.1 Parking on Polwarth Terrace, Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 8.2 Objections to Proposed Amendments to the Waiting Restrictions - South West Cumberland Street Lane and Great King Street - report by the Acting Director of Services for Communities (circulated)

9. Motions

9.1 If any.

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

Councillors Hinds (Convener), McVey (Vice-Convener), Aldridge, Bagshaw, Barrie, Booth, Cardownie, Cook, Doran, Gardner, Bill Henderson, Jackson, Keil, McInnes, 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 4325, email: stuart.mclean@edinburgh.gov.uk / ailen.mcgrreogor@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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Transport and Environment Committee

10.00 am Tuesday 2 June 2015

Present:

Councillors Hinds (Convener), McVey (Vice-Convener), Bagshaw, Barrie, Booth, Nick Cook, Edie (substituting for Councillor Aldridge), Gardner, Griffiths (substituting for Councillor Doran), Bill Henderson, Jackson, Keil, McInnes Perry and Rankin (substituting for Councillor Cardownie)

1. Deputation: Spokes and Living Streets Edinburgh Bus Lane Network Review – Objection to the Experimental Traffic Regulation Orders

The Committee considered a deputation request from Dave du Feu and David Spaven, on behalf of Spokes and Living Streets Edinburgh, in relation to a report by the Acting Director of Services for Communities regarding objections received to the advertisement of two Experimental Traffic Regulation Orders (ETROs) on the use of bus lanes.

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

- 1) To agree not to hear the deputation.
- 2) That the legal advice regarding guidance on dealing with Traffic Regulation Orders (TROs) be circulated to all Committee members.
- 3) That clarification be sought regarding hearing deputations on experimental and temporary TROs.
- 2) To invite the deputation to remain for the Committee's consideration of the Acting Director of Services for Communities report at item 18 below.

2. Deputation: Tynecastle High Schools Pupils - Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

The Committee agreed to hear a deputation request from pupils from Tynecastle High School, in relation to a report by the Acting Director of Services for Communities regarding the second round bid application to the Heritage Lottery Fund for Saughton Park and Gardens.

The deputation requested that a new sign be installed that permitted the use of scooters within the skatepark and that the path leading from Saughton Park to Ford Road had lighting installed For safety/security reasons.

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

3. Deputation: The Royal Caledonian Horticultural Society - Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

The Committee agreed to hear deputation request from the Royal Caledonian Horticultural Society, in relation to a report by the Acting Director of Services for Communities regarding the second round bid application to the Heritage Lottery Fund for Saughton Park and Gardens.

Jasmine Cann, representing the Royal Caledonian Horticultural Society, stated that the aim of the Society was to inspire, encourage and improve the art, science and practice of horticultural in all its forms. The society reaffirmed their commitment and enthusiasm to working with the Council in redeveloping Saughton Park and Gardens.

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

4. Deputation: Craighall Centre - Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

The Committee agreed to hear a deputation request from the Craighall Centre, in relation to a report by the Acting Director of Services for Communities regarding the second round bid application to the Heritage Lottery Fund for Saughton Park and Gardens.

Pauline Livingston, on behalf of the Craighall Centre advised that Community Based projects had used the winter gardens for several years and that the excitement and enjoyment gained from such experiences by service users is immeasurable. The Craighall Centre fully supported the plan to redevelop Saughton Park and Gardens.

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

5. Deputation: Friends of Saughton Park - Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

The Committee agreed to hear a deputation request from Friends of Saughton Park, in relation to a report by the Acting Director of Services for Communities regarding the second round bid application to the Heritage Lottery Fund for Saughton Park and Gardens.

Jenny Wood, on behalf of Friends of Saughton, outlined their reasons why they hoped the Committee would approve the Saughton Park masterplan. The redevelopment of Saughton Park and Gardens on community moral and well being grounds would be

large and the further benefits of revitalising a well used public green space would be immeasurable. The Friends of Saughton park saw this as a real opportunity to improve the park.

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

6. Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

Saughton Park and Gardens had been in Council ownership for over 100 years, but required significant investment to bring it back to the standard expected of one of Edinburgh's Premier Parks. A master plan had been developed and Committee approval was sought to submit a second round bid application to the Heritage Lottery Fund "Parks for People".

Decision

- 1) To note the master plan proposals developed through consultation and research.
- 2) To note the matched funding requirement of £1.149m from the Council as detailed in appendix 2 to the report by the Acting Director of Services for Communities.
- 3) To approve the 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.
- 4) To agree that the signage at the skate park be amended to include the use of scooters.
- 5) To congratulate all the Officers and stakeholders involved in the project.

(References – Minute of the Transport and Environment Committee 29 October 2013 (item 20); report by the Acting Director of Services for Communities, submitted.)

7. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 9 March 2015 as a correct record.

8. Key Decisions Forward Plan

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

Decision

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

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

9. Objections to Proposed Introduction of 24 Hour Waiting Restrictions - Glenogle Road Area

Details were provided of objections received during consultation on the proposed introduction of a section of double yellow line waiting restrictions on each of the colony roads at the junctions of Glenogle Road.

Decision

- 1) To note the objections received.
- 2) To set aside the two unresolved objections and proceed to make the Traffic Regulation Order (TRO) with a reduction in length of the restriction by one metre at each location.

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

10. Objections to Traffic Regulation Order TRO/13/26 – Proposed Waiting Restrictions - Balgreen Road at the Junctions of Glendevon Avenue and Saughtonhall Avenue West

Details were provided of objections received as part of the consultation on a proposed Traffic Regulation Order (TRO) to introduce double yellow line waiting restrictions in Balgreen Road.

Decision

- 1) To acknowledge that the objections against the Traffic Regulation Order had been considered and to set aside the two objections.
- 2) To approve the amendments as detailed in the report by the Acting Director of Services for Communities to acknowledge the concerns raised, whilst maintaining road safety.

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

11. Objections to Traffic Regulation Order TRO/14/24 – Proposed Waiting Restrictions - Gyle Park Gardens

Details were provided of objections received as part of the consultation on a proposed Traffic Regulation Order (TRO) to introduce double yellow line waiting restrictions in Gyle Park Gardens.

Decision

- 1) To acknowledge that the objections against the Traffic Regulation Order had been considered.
- 2) To set aside the objections to the Traffic Regulation Order and approve the implementation of the waiting restrictions.

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

12. Proposed Amendment to Traffic Regulation Order TRO/13/33B – Proposed Waiting Restrictions - The Green, Davidson's Mains

Details were provided of an objection received as part of the consultation on a proposed Traffic Regulation Order (TRO) to introduce double yellow line waiting restrictions in The Green, Davidson's Mains.

Decision

- 1) To acknowledge that the objections against the Traffic Regulation Order had been considered and to set aside the objection.
- 2) To approve the amendments as detailed in report the Acting Director of Services for Communities to acknowledge the concerns raised, whilst maintaining road safety.

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

13. Objections to Traffic Regulation Order TRO/14/04 – Proposed Waiting Restrictions - North Gyle Terrace

Details were provided of an objection received as part of the consultation on a proposed Traffic Regulation Order (TRO) to introduce double yellow line waiting restrictions in North Gyle Terrace.

Decision

- 1) To acknowledge that the objection against the Traffic Regulation Order had been considered.
- 2) To set aside the objection to the Traffic Regulation Order and approve the implementation of the waiting restrictions.

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

14. 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 2 June 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 4, 14, 18, 20, 22, 23, 26, 29, 32 and 33.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 2 June 2015, submitted)

15. Business Bulletin

The Transport and Environment Committee Business Bulletin for 2 June 2015 was presented.

Decision

To note the Transport and Environment Committee Business Bulletin.

(Reference – Business Bulletin, submitted)

16. Mortonhall Memorial Options; Summary Review of Responses

An update on progress made on developing fitting memorials for babies and families affected by historical practices at Mortonhall Crematorium was provided. Four initial garden designs had been developed for Mortonhall and were made available for consultation throughout February 2015. The results from the survey had been analysed and a favoured option had emerged. based in feedback from those affected who responded.

Decision

- 1) To note the summary of consultation results on memorial garden options at Mortonhall, attached as Appendix 1 to the report by the Acting Director of Service for Communities.
- 2) To note the selection made by affected parents of the initial design Option 2 (Walled Circular Water Garden) as the basis of the final design that would be taken forward through procurement.
- 3) To note the progress currently underway on consultation with affected parents on the location of an alternative second memorial.

(Reference – report by the Chief Executive, submitted)

17. Delivering the Local Transport Strategy 2014-19: School Streets Consultation

A summary of the consultation carried out between 15 December 2014 to 27 February 2015 regarding the school streets pilot was provided. A number of changes had been made as a result of the comments and feedback received during the consultation. The proposed implementation date for the schools in phase of the scheme was September/October 2015.

Decision

- 1) To note the outcome of the consultation process.
- 2) To agree that a further report be presented the Transport and Environment Committee on 27 August 2015 to include:
 - the results of the formal Experimental Traffic Regulation Order process for Phase 1 schools;
 - a detailed plan for Phase 1 implementation in September/October 2015;

- an update on the further discussions on the revised proposals for the Sciennes and Buckstone schemes with local residents, school and the Royal Hospital for Sick Kids.
- further consideration of Carers as an exempted party; and
- the feasibility of each school being given one pass to be used at the discretion of the Head Teacher.

(References – Minute of the Transport and Environment Committee 3 June 2014 (item 8); report by the Acting Director of Services for Communities, submitted)

18. Bus Lane Network Review – Objection to the Experimental Traffic Regulation Orders

Details were provided of objections received as part of the consultation on two proposed Experimental Traffic Regulation Orders (ETROs) to change all day bus lanes into peak periods bus lanes and to permit motorcycles to use with-flow bus lanes during their operational hours, both on a trial basis.

Motion

- 1) To note the objections received to the two advertised Experimental Traffic Regulation Orders and the Council's comments in response.
 - 2) To set aside the objections and give 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.
 - 3) To note 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 would be incorporated into ETRO/14/38B.
 - 4) To set aside the objections and give 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.
 - 5) To note that the trials would not make any changes to existing waiting or loading restrictions within bus lanes.
 - 6) To note that before and after surveys would be undertaken and used to inform the evaluation of the two trials.
 - 7) To note that consultation with stakeholders would continue throughout the trials.
 - 8) To note that the findings of the before and after surveys would be discussed with organisations representing bus lane users before they are reported to Committee.
 - 9) To note that the results of the trials would be reported to the Committee in Autumn 2016.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To uphold the objections received and to therefore not agree to make Experimental Traffic Regulation Orders ETRO/14/38A and ETRO/14/38B;
- 2) To agree to consult publicly on the rationalisation of bus lane times, considering the options of peak-only, 7-7-7, and 24/7 hours of operation.
 - moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

For the motion	-	13 votes
For the amendment	-	2 votes

Decision.

To approve the Motion by Councillor Hinds.

(References – Minute of the Transport and Environment Committee 26 August 2014 (item 14) report by the Acting Director of Services for Communities, submitted)

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

A trial road layout was introduced on George Street in September 2014 by way of an Experimental Traffic Regulation Order (ETRO). The trial 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. The trial was scheduled to end in September 2015, and Committee was asked to approve the introduction of an interim cycling facility on George Street in advance of a permanent Traffic Regulation Order (TRO) being implemented.

Decision

- 1) To agree that a cycle lane facility would be retained, on a more conventional one-way layout, and that opportunities to use the central reservation as civic space and public realm be explored on George Street in the interim period between the ETRO ending and a long term TRO being promoted;
- 2) To agree that, taking account of the fact the range of options were limited by legal and financial restrictions, the cycle lane during the interim period would be an advisory cycle lane as per the design in Appendix One of the report by the Acting Director of Services for Communities.

(References – Minute of the Transport and Environment Committee 29 October 2013 (item 16); report by the Acting Director of Services for Communities, submitted.)

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

Approval was sought to extend the operating hours of the current tables and chairs permit system, on a trial basis to other areas of the city centre, beyond George Street, during the Edinburgh Festival Fringe in 2015.

Decision

- 1) To agree 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 would 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.
- 2) To agree 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);
- 3) To agree 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 could 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.

(References – Minute of the Transport and Environment Committee 13 January 2015 (item 15); report by the Acting Director of Services for Communities, submitted)

21. National Walking Strategy Action Plan – Response to Consultation – April 2015

On behalf of the Scottish Government, Paths for All was currently developing an Action Plan for the National Walking Strategy: Let's Get Scotland Walking. The Council had been invited to participate in a key stakeholder consultation to review the Action Plan.

In order to meet the consultation deadline the Council's response had been submitted by the Acting Director of Services for Communities.

Decision

To approve the Council's draft response to the National Walking Strategy Action Plan consultation which had been submitted on 2 April 2015.

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

22. City Centre Public Spaces Manifesto Update

Approval was sought to commence public consultation to consider the use and management of all public spaces within the city centre and 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.

Decision

- 1) To note that a Public Spaces Manifesto (covering events and other uses) was 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.
- 2) To recognise the balanced use of civic spaces in the West End, described in paragraphs 3.4 to 3.5 of the report by the Acting Directors of Services for Communities, as an example of good practice in managing civic spaces with stakeholders.
- 3) To approve 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.
- 4) To agree that trial arrangements for the use and management of Castle Street (as described in paragraph 3.7 and Appendix One of the report by the Acting Directors of Services for Communities) would be adopted during the consultation period (specifically between June 2015 and September 2016).
- 5) To note that the results of the trial in Castle Street and the findings of the public consultation would inform any other trial arrangements which could be required.
- 6) To note that a report on the findings and recommendations of the public consultation and Castle Street trial would be submitted to the Transport and Environment Committee in the Autumn of 2016.
- 7) To refer the report by the Acting Director of Services for Communities to the Culture and Sport and Regulatory Committees for information.

(Reference – Minute of the Corporate Policy and Strategy Committee 5 November 2013 (item 8) report by the Acting Director of Services for Communities, submitted)

23. MyParkScotland – Innovative Funding for Edinburgh’s Parks

The Committee agree to support the development and implementation of the MyParkScotland initiative which aimed to encourage people to discover and support their local parks.

Decision

- 1) To note the report by the Acting Director of Services for Communities.
- 2) To support the development and implementation of the MyParkScotland initiative.
- 3) To refer the report by the Acting Director of Services for Communities to Neighbourhood Partnerships for information.
- 4) To agree that an update be submitted to the Committee in 12 months time.

Declaration of Interest

Councillor Hinds declared a non-financial interest in the foregoing item as a Member of MyParkScotland Advisory Board.

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

24. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in March 2015, was detailed. The Council had achieved a score of 76 with 98% of the streets surveyed as clean.

Decision.

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To note that the CIMS scores were the highest since monitoring began and to thank all Officers and community groups involved.

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

25. Dog Fouling Prevention

An overview of the approach to tackling dog fouling in the city was provided together with the outcome of consultation with the Scottish Government on measures to tackle the problem of dog fouling.

Motion

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To agree that dog fouling statistics be included in future Cleanliness of the City reports.
- 3) That Officers give consideration to various national and international dog fouling initiatives in tackling dog fouling, as referenced to in part of the amendment by Councillor Booth (see below).
- 4) To discharge the remit from the 28 October 2014 Transport and Environment Committee to report back on the outcome of consultation with Scottish Government.

- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To note, in particular, the 2014 results of the Edinburgh People's Survey, which found that only 30% of respondents were satisfied with the Council's management of dog fouling issues.
- 3) To note that there may be a variety of reasons for a reduction in complaints about dog fouling, and that a reduction in complaints does not necessarily indicate the problem is being resolved.

- 4) To notes that while there has been a small improvement in Cleanliness Index Monitoring System (CIMS) scores, a CIMS 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, and therefore depending on the sample surveyed may not give a complete picture of the situation.
- 5) To welcome the refocused campaign to tackle dog fouling as set out in appendix 1 to the report by the Acting Director of Services for Communities, in particular exploring the use of plain clothes wardens working varied shift patterns, increased use of social media to highlight fines and fixed penalties, and increased partnership working with community groups; believes however that more can be done to tackle the problem;
- 6) To agree therefore to:
 - adopt the refocused campaign as set out in appendix 1 to the Acting Director of Services for Communities.
 - write to the Scottish Government urging them to increase the fixed penalties and maximum fine payable for dog fouling as soon as possible; to make it easier and cheaper for the council to pursue non-payment of Fixed Penalty Notices (FPNs); to review the "discount" for paying an FPN within 28 days; to give local authorities explicit powers to introduce a dog DNA testing and database regime; and to consider the introduction of a national compulsory dog DNA database alongside the introduction of compulsory microchipping of dogs which would be introduced in April 2016,
- 7) To bring forward a report within one cycle setting out national and international best practice in tackling dog fouling, including, but not limited to, examining the feasibility, costs and benefits of the following options:
 - introducing a council app to report dog fouling, as used by Flintshire, Thurrock, North Ayrshire and many other councils;
 - pursuing a publicity campaign focussed on the negative impact of dog fouling including the impact of toxicariasis on children, the negative impact on wheelchair users and those with health complications;
 - enabling a greater number of council employees to issue FPNs;
 - introducing an incentive scheme to encourage owners to pick up after their pets, such as the lottery scheme run by New Taipei City;
 - introducing an incentive scheme to encourage members of the public to report irresponsible dog owners, as undertaken by Hyndburn Borough Council;
 - highlighting instances of dog fouling using brightly-coloured paint, as used by Gloucestershire and West Dunbartonshire councils amongst others;

- greater use of technology such as mobile CCTV or wardens with night vision apparatus in hotspot areas to catch irresponsible owners, as used by Hyndburn Borough Council and others;
 - establishing a dog DNA database, as piloted by North Down Council, Northern Ireland, the London Borough of Barking and Dagenham Council and in Plano, Texas;
 - supporting and encouraging volunteer groups to undertake clean-ups; and empowering volunteers to report irresponsible dog owners and encourage responsible owners;
 - introducing or expanding dedicated pet exercise areas in parks and greenspace and/or designating/expanding certain greenspace areas where children are more likely to play as 'no dogs' areas.
- 8) Discharges the remit from the 28 October 2014 Transport and Environment Committee to report back on the outcome of consultation with Scottish Government.
- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

For the motion	-	13 votes
For the amendment	-	2 votes

Decision

To approve the Motion by Councillor Hinds.

(References – Minute of the Transport and Environment Committee 28 October 2014 (item 20); report by the Acting Director of Services for Communities, submitted)

26. Update on Second Round of Noise Mapping

The Committee was asked to support a further 18 proposed Noise Management Areas and 10 proposed Quiet Areas that had been identified in the city by the Edinburgh Agglomeration Working Group.

Decision

- 1) To approve 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.
- 2) To discharge the remit from the Transport and Environment Committee of 26 August 2014 to provide an update on the second round of noise mapping.

(Reference – Minute of the Transport and Environment Committee 26 August 2014 (item 21) report by the Acting Director of Services for Communities, submitted.)

27. Impact of the Increases to Fixed Penalty Notice amounts

The impact of the increased penalties for litter and flytipping Fixed Penalty Notices (FPN's) was outlined.

Decision

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To discharge 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.
- 3) To agree to receive a further report in 6 months regarding discussions with the Procurator Fiscal and the enforcement of fixed penalty notices.

(References – Minute of Transport and Environment Committee 18 March 2014 (item 13); report by the Acting Director of Services for Communities, submitted)

28. Landfill and Recycling

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The total amount of waste sent to landfill in 2014/15 was 1.2% higher when compared against 2013/14 and the tonnage of waste that was recycled increased by 3%. The proportion of all waste recycled this year was 39.1%, compared to 38.4% in 2013/14.

Motion

- 1) To note the adjustment of the 2013/14 city recycling rate outlined section 3.1 of the report by the Acting Director of Services for Communities.
- 2) To note the contents of the report by the Acting Director of Services for Communities.
- 3) To agree that members receive a presentation on the issues raised with a view to identifying issues to be taken forward.
 - moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the adjustment of the 2013/14 city recycling rate outlined section 3.1 of this report by the Acting Director of Services for Communities.
- 2) To note the contents of the report by the Acting Director of Services for Communities.
- 3) To agree that members receive a presentation on the issues raised with a view to identifying issues to be taken forward.
- 4) To note with disappointment that total waste arisings increased in 2014/15 for the first time in 6 years;

- 5) To agree to receive a report within three cycles reviewing the council's waste prevention strategy.

- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

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

Decision

To approve the Motion by Councillor Hinds.

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

29. Seafield Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan

An update was provided on progress regarding representations made to Scottish Water on the measures being pursued to mitigate and minimise the potential impact of odour with specific focus on storm tank cleaning operations, from the Seafield Waste Water Treatment Works (WWTW) to the surrounding local community.

Decision

- 1) To note that the Council's odour monitoring and assessment programme shows that while the sewerage nuisance and major incidents affecting local residents had reduced substantially since 2012, there had been no significant further reduction since 2013 and it was recognised that local residents continue to complain about odour nuisance.
- 2) To note that the findings of the Council's odour monitoring and assessment programme from 1 March 2012 to 31 October 2014 show Scottish Water continued to remain compliant with the Code of Practice (CoP) and the implementation of the Scottish Water OIP.
- 3) To instruct 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.
- 4) To note the recent improvements which had become operational as set out in section 3.15 of the report by the Acting Director of Services for Communities 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.
- 5) To note Scottish Water had advised the Council that although the Seafield WWTW storm tanks had the potential to be a significant source of odour, Scottish Water had 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.

- 6) To request that Scottish Water continue to give ongoing consideration to what additional enhancements and operational improvements might be provided to further enhance odour risk mitigation.
- 7) To note 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.
- 8) To recognise 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.
- 9) To note 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.
- 10) To note the information provided by the Council's Planning Enforcement Team on Planning conditions and consents relating to boundary odour monitoring at the WWTW.
- 11) To further note that the clear perception as expressed by local community representatives is that there are continuing significant odour problems associated with the Seafield plant.
- 12) In light of the above, and recognising that local residents interests at present are not best served by the legislation and/or regulations currently in place, to instruct the Acting Director of Services for Communities to engage with the relevant Authorities with a view to reviewing and strengthening the existing Code of Practise and report back to Committee on the outcome.

(References – Minute of the Transport and Environment Committee 26 August 2014 (item 24); report by the Acting Director of Services for Communities, submitted)

30. Scottish Water Environment Consultations

The Scottish Environmental Protection Agency (SEPA) had invited the Council to comment on its second river basin management plan. The Scottish Government also invited the Council to comment on proposals for several key steps to increase progress in delivering improvements to the physical condition of Scotland's water environment.

Decision

To approve the Council's response to the Scottish Water Environment consultations as set out in Appendix 1 and 2 of the report by the Acting Director of Services for Communities.

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

31. Appointments to Working Groups, Etc 2015/16

The Committee was invited to appoint the membership of its Sub-Committees and Working Groups for 2015/2016.

Decision

- 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 request that the Head of Legal, Risk and Compliance seek nominations from each of the Political Groups for membership of the Working Groups etc for 2015/16. Details of the nominations received are set out in the appendix to this minute.

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

32. Velocity Road Repair - Motion by Councillor Mowat

The following motion by Councillor Mowat, seconded by Councillor Hinds, was submitted in terms of Standing Order 29.1:

“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.

To call for a report to Committee in one cycle.

Decision

To approve the motion by Councillor Mowat subject to amending the last sentence to read ‘To call for a report to committee in one cycle and to note that the Council is currently pursuing this approach’.

33. Pentland to Portobello Cyclepath and Walkway – Motion by Councillor Robson

The following motion by Councillor Robson, seconded by Councillor Nick Cook, was submitted in terms of Standing Order 29.1:

"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.”

Decision

To approve the motion by Councillor Robson.

34. Trade Waste – Street Scene Initiative – Presentation

The Committee received a presentation on the Council's trade waste policy. It was noted that trade waste containers (bags, bins and boxes) left on the city's streets had a negative impact on the city's appearance. Following a successful 10 month pilot within the city centre, Trade Waste containers were now no longer permitted to be stored in public spaces.

Decision

To note the presentation on Trade Waste, Street Scene Initiative.

(References – presentation by the Acting Director of Services for Communities)

35. Resolution to consider in private

The Committee, in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for consideration of item 36 below on the grounds that it involved the disclosure of exempt information as defined in Paragraphs 1, 6 and 11 of Schedule 7(A) of the Act.

36. Transport Companies Update – Verbal update

The Committee received a verbal update regarding changes to the corporate structure of Transport for Edinburgh.

Decision

To note the verbal update.

(Reference – verbal update by the Acting Director of Services for Communities)

Membership of Sub-Committees and Working Groups 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 Cook

Councillor Bagshaw

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 Craigentiny/Duddingston Ward)

Councillor Hinds

Councillor McVey

Councillor Cook

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 Cook

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 Cook

Councillor Rose

Transport Forum

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Cook

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 Jackson

Councillor Booth

Councillor Aldridge

Key decisions forward plan

Item 5.1

Transport and Environment Committee October 2015 – January 2016

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
1	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	
2	Tree for Every Child	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
3	Attitudes to Recycling	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
4	Trade Waste - Update on Roll-Out of Pilot	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
				gareth.barwell@edinburgh.gov.uk	
5	Edinburgh People Survey - Update on Actions	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
6	Trade Waste Review	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
7	Carriageway and Footway Capital Investment Strategy	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Sean Gilchrist, Roads Renewal Manager 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	
8	Carriageway and Footway Investment - Capital Programme for 2016./17	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Sean Gilchrist, Roads Renewal Manager 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	
9	Edinburgh Public Realm Strategy - Prioritisation Process and Scope of Review	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Karen Stevenson, Senior Planning Officer 0131 469 3659 karen.stevenson@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
10	Future Bus Lanes Expansion Plans and Bus Lane Camera Enforcement Update	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Len Vallance, Senior Professional Officer 0131 469 3629 len.vallance@edinburgh.gov.uk	
11	Secure on Street Cycle Parking	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Allan Tinto, Transport Officer (Cycling) 0131 469 3778 allan.tinto@edinburgh.gov.uk	
12	Chambers Street Public Realm TRO/RD	27 October 2015	City Centre	Acting Director of Services for Communities Lead Officer:	
13	Active Travel Plan Review 2015	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Phil Noble, Senior Professional Officer 0131 469 3803 phil.noble@edinburgh.gov.uk	
14	Cleanliness of the City	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
15	Assessing Supported Bus Services: Further Report	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Chris Day, Project Officer	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
				0131 469 3568 chris.day@edinburgh.gov.uk	
16	Public Utility Performance Q1	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk	
17	Business Bulletin: Update on Pilot of On-Street Electric vehicle charging points	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	
18	Landfill and Recycling	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: Gareth Barwell, Acting Head of Service 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
19	Street Lighting - Roll Out of Light Emitting Diode (LED) Lanterns Across the City	27 October 2015	All Wards	Acting Director of Services for Communities Lead Officer: John McFarlane, Street Lighting & Workshops Manager 0131 458 8037 john.mcfarlane@edinburgh.gov.uk	
20	Leith Programme - Objections to Traffic Regulation Order and Redetermination Order - Leith Walk (McDonald	12 January 2016	Leith Walk	Acting Director of Services for Communities Lead Officer: Callum Smith, Senior Professional Officer 0131 469 3592	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
	Road to Pilrig Street)			c.smith@edinburgh.gov.uk	
21	City Wide 20mph Network - Objections to SLO	12 January 2016	All Wards	Acting Director of Services for Communities Lead Officer: Craig Wood, 20mph Programme Manager 0131 469 3628 craig.wood@edinburgh.gov.uk	
22	Marchmont to Kings Buildings Cycle Route - Objections to TRO	12 January 2016	Liberton/Gilmerton	Acting Director of Services for Communities Lead Officer: Callum Smith, Senior Professional Officer 0131 469 3592 c.smith@edinburgh.gov.uk	
23	Green Flag Award and Park Quality Assessment Report	12 January 2016	All Wards	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
24	Annual Events Report	12 January 2016	All Wards	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
25	Delivery of the Local Transport Strategy 2-14-19: Proposals for a pilot of on-street electric vehicle charging points in the Marchmont and	12 January 2016	Meadows/Morningside	Acting Director of Services for Communities Lead Officer: Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
	Sciennes area				
26	Bridge Maintenance and Flood Prevention Works 2016/17	12 January 2016	All Wards	Acting Director of Services for Communities Lead Officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	

Transport and Environment Committee 25 August 2015

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	2 June 2015	Transport Companies Update – Verbal update	To ask that the Director of Corporate Governance provide a further update at a future meeting of the Committee.	Director of Corporate Governance Alistair Maclean 0131 529 4136 alastair.maclean@edinburgh.gov.uk	TBC		
2	2 June 2015	Pentland to Portobello Cyclepath and Walkway – Motion by Councillor Robson	Committee instructs a report to go to the Transport and Environment Committee to consider the approximate costs and potential sources of funding to create a joined-up cycle path and walkway from the Pentlands to Portobello.	Acting Director of Services for Communities Lead Officer: John Bury, Acting Director of Services for Communities 0131 529 3494 john.bury@edinburgh.gov.uk	27 October 2015		To be addressed within 'Active Travel Action Plan Review 2015'.
3	2 June 2015	Velocity Road Repair - Motion by Councillor Mowat	To call for a report to Committee in one cycle to consider how the Velocity	Acting Director of Services for Communities Lead Officer: John Bury, Acting	27 August 2015		Please see Item 7.18 - Roads



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			pothole repair system which provides a cost effective, greener, faster permanent could contribute to the Council's road maintenance programme.	Director of Services for Communities 0131 529 3494 john.bury@edinburgh.gov.uk			Asset Management - Spray Injection Patching
4	2 June 2015	Seafield Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan	In light of the above, and recognising that local residents interests at present are not best served by the legislation and/or regulation currently in place, to instruct the Acting Director of Services for communities to engage with the relevant Authorities with a view to reviewing and strengthening the existing Code of Practise and report back to Committee on the outcome.	Acting Director of Services for Communities Lead Officer: Natalie McKail, Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager 0131 529 7300 Natalie.mckail@edinburgh.gov.uk Colin Sibbald, Food, Health and Safety Manager 0131 469 5924 Colin.sibbald@edinburgh.gov.uk Alan Moonie, Team Manager, Planning Service 0131 529 3909 Alan.moonie@edinburgh.gov.uk	TBC		Letter sent to Minister for Environment, Climate Change and Land Reform (29/06/2015) report to be provided when a response from the Minister is received
5	2 June 2015	Seafield Waste Water Treatment Working – Monitoring of	To note the recent improvements which have become operational as set out in	Acting Director of Services for Communities Lead Officer: Natalie McKail, Environmental Health/Scientific	07 June 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Scottish Water Odour Improvement Plan	<p>section 3.15 and requests that an evaluation report be provided in one year</p> <p>detailing the findings of the continued monitoring and assessment programme, including the outcome of any investigations into any major odour incidents</p>	<p>Services, Registration, Bereavement and Local Community Planning Manager 0131 529 7300 Natalie.mckail@edinburgh.gov.uk</p> <p>Colin Sibbald, Food, Health and Safety Manager 0131 469 5924 Colin.sibbald@edinburgh.gov.uk</p> <p>Alan Moonie, Team Manager, Planning Service 0131 529 3909 Alan.moonie@edinburgh.gov.uk</p>			
6	2 June 2015	Impact of the Increases to Fixed Penalty Notice amounts	To agree to receive a further report in 6 months regarding discussions with the Procurator Fiscal and the enforcement of fixed penalty notices	<p>Acting Director of Services for Communities Lead Officer: Susan Mooney, Head of Service Community Safety 0131 529 5787 susan.mooney@edinburgh.gov.uk</p>	12 January 2016		
7	2 June 2015	MyParkScotland – Innovative Funding for Edinburgh's Parks	To agree to receive an update in 12 months time.	<p>Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk</p>	12 June 2016		
8	2 June 2015	City Centre Public Spaces Manifesto	To note that a report on the findings and	Acting Director of Services for Communities	Autumn 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Update	recommendations of this public consultation and Castle Street trial would be submitted to the Transport and Environment Committee in the Autumn of 2016.	Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk			
9	2 June 2015	Review of Tables and Chairs Summer Festival Trial in George Street	To agree 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 could 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.	Acting Director of Services for Communities Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	12 January 2015		
10	2 June 2015	Bus Lane Network Review – Objection to the Experimental Traffic Regulation Orders	To note that the results of the trials would be reported to the Committee in Autumn 2016	Acting Director of Services for Communities Lead Officer: Len Vallance, Senior Professional Officer, Projects Development 0131 469 3629 len.vallance@edinburgh.gov.uk	Autumn 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
11	2 June 2015	Delivering the Local Transport Strategy 2014-19: Schools Streets Consultation	<p>To agree that a further report be presented the Transport and Environment Committee on 27 August 2015 to include:</p> <ul style="list-style-type: none"> - the results of the formal Experimental Traffic Regulation Order process for Phase 1 schools; - a detailed plan for Phase 1 implementation in September/October 2015; - 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. - further consideration of Careers as an exempted party; and - the feasibility of each school being given one pass to be used at the discretion of the Head Teacher. 	<p>Acting Director of Services for Communities Lead Officer: Caroline Burwell, Road Safety Manager, Transport. 0131 469 3668 caroline.burwell@edinburgh.gov.uk</p>	25 August 2015		Please see item 7.19 - School Streets Phase 1 Consultation on Experimental Traffic Regulation Order.
12	17 March	Public Bike Hire	To request a further	Acting Director of Services for	27 October	25 August	Please see

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2015	Scheme	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.	Communities Lead Officer: Chris Brace, Project Officer (Cycling), Strategic Planning 0131 469 3602 chris.brace@edinburgh.gov.uk	2015	2015	item B.1.1 - Public Bike Hire Scheme
13	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		Please see item 7.14 - Parking Action Plan
14	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	12 January 2015	12 January 2016	
15	17 March	A71 Dalmahoy	To agree to undertake a	Acting Director of Services for	15 March		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2015	Junction Options Report	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.	Communities Lead Officer: Iain Peat, Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk	2016		
16	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
17	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	12 January 2016	
18	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	
19	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	
20	13 January 2015	Edinburgh Community Solar Co-	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	Ongoing		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		operative		0131 529 5962 peter.watton@edinburgh.gov.uk			
21	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		
22	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		
23	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.uk	Autumn 2015.		
24	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	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	Please see item 7.14 - Parking Action Plan

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>report submitted to Committee in two cycles.</p> <p>To note that the further report would include consultation with relevant stakeholders, as before, and would investigate a range of options. The report would also include details of the legal implications.</p>				
25	13 January 2015	Assessing Supported Bus Services	To present the outcomes of the assessment to Committee.	<p>Acting Director of Services for Communities Lead Officer: Chris Day 0131 469 3568 chris.day@edinburgh.gov.uk</p>	2 June 2015.	25 August 2015	Please see Item 7.15 - Assessing Supported Bus Services
26	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.	<p>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</p>	Winter 2015.		
27	28 October 2014	Halting the planned decommissioning of	Acting Director of Services for Communities	Acting Director of Services for Communities	2 June 2015	25 August 2015	Please see Item 7.2 -

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Craig Park Play Park situated in Ratho Village	enter into discussions with the local community and report back with options for developing the play park and community space in Ratho Village	Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk			Craigpark Crescent Play Area
28	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		
29	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 surcharges for event organisers using	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		Please see item 7.4 - A Public Park Events Space

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the space.				
30	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 alasdair.sim@edinburgh.gov.uk	2 June 2015	Autumn 2015.	
31	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 Resources Committee to seek the required budgetary approval	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. Funding would need to be addressed through a more detailed business case for tram extension; this will be revisited during 2015.
32	18 March 2014	Subsidised Bus Services – Ratho	To further agree that the Acting Director of	Acting Director of Services for Communities	2 June 2015	Autumn 2016	The larger report on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Village and Dumbiedykes	Services for Communities report back once the new contract has been in place for 6 months to consider the need for a public transport link to the city centre and a future link to the Edinburgh International Climbing Arena.	Stuart Lowrie, Senior Professional Officer 0131 469 3622 stuart.lowrie@edinburgh.gov.uk			Assessing Subsidised Bus Services will be submitted to Committee on 25 August 2015. There is also a meeting to discuss Ratho Bus Services with local members on 3 June. If a report is still required this will be submitted by Autumn 2016
33	14 January 2014	Street Lighting – Result of White	To note that further business cases and	Acting Director of Services for Communities	2 June 2015	25 August 2015	This report will now go

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Light Pilot	models to upgrade the remaining stock would be reported to committee.	John McFarlane, Road Services (Street Lighting) 0131 458 8037 john.mcfarlane@edinburgh.gov.uk			to Committee 27 October 2015.
34	14 January 2014	Public Bowling Greens	To approve in principle the process of investigating and agreeing alternative uses for each site. To note the intention to submit a further report on the outcome of this work.	Acting Director of Services for Communities David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	2 June 2015	25 August 2015	Please see item 7.3 - Progress on Alternative Uses of Bowling Greens
35	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 meeting of

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							the Transport and Environment Committee (27 October 2015)
36	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	
37	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		Please see Item 7.10 - Improving Air Quality in Edinburgh
38	19 March 2013	Review of Provision of	To agree to receive a further report to update	Acting Director of Services for Communities Lead Officer: Susan	2 June 2015	Autumn	



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Scientific Services in Scotland	the Committee on progress following the review of options and the publication of a business case in late summer 2013.	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		2015	
39	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 25 August 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="167 902 422 974">Vice- Convener Cllr Adam McVey</p> 	<p data-bbox="598 421 981 1008">Councillor Robert Aldridge Councillor Nigel Bagshaw Councillor Gavin Barrie Councillor Chas Booth Councillor Steve Cardownie Councillor Nick Cook Councillor Karen Doran Councillor Nick Gardner Councillor Bill Henderson Councillor Allan Jackson Councillor Karen Keil Councillor Mark McInnes 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>

Recent News

Services for Communities Service Plan 2015-18

The purpose of this [Service Plan](#) is to outline key priorities within Services for Communities and to support our people to deliver on these priorities. The plan gives an overview of the diverse range of services, what we aim to achieve, information on resources, key actions around continuous improvement, and how we will achieve our objectives.

It includes:

- SfC outcomes and the services we provide to meet them;
- Key Drivers for our services including a Growing City, the Economy, Welfare Reform and Climate Change;
- Achievements against objectives for 2014-15;
- Priorities for 2015-18; and
- A Financial summary.

The Plan sets out how we are:

- Increasing recycling and reducing landfill;
- Improving street cleaning;
- Reducing carbon emissions;
- Investing in the road network; and

Managing and improving the city's transport system.

Background

For further information:

Margaret Young, Acting Performance & Quality Manager

0131 529 7319

margaret.young@edinburgh.gov.uk

Forthcoming Activities:

None

Transport and Environment Committee

10.00am, Tuesday 25 August 2015

Transport for Edinburgh – Annual Performance Review

Item number	7.1
Report number	
Executive/routine	
Wards	All

Executive summary

Transport for Edinburgh (TfE) was established in 2013, as the parent company for both Lothian Buses and Edinburgh Tram. Edinburgh Tram is wholly owned by the City of Edinburgh Council and TfE holds the Council's 91% share in Lothian Buses. This report reviews the performance of Transport for Edinburgh and its companies over the last 12 to 18 months and outlines their objectives for the next year.

Links

Coalition pledges	P19 , P50
Council outcomes	CO8 , CO22 , CO26
Single Outcome Agreement	SO1

Transport for Edinburgh – Annual Performance Review

Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 notes the contents of the report;
 - 1.1.2 acknowledges the achievements of Transport for Edinburgh and its companies in particular the successful first year of operation of Tram, the many initiatives to support integration and the consequent increase in public transport patronage and high levels of customer satisfaction;
 - 1.1.3 approves the objectives for Transport for Edinburgh and its companies; and;
 - 1.1.4 agrees that officers work with Transport for Edinburgh to develop and agree specific targets, based on the objectives, for 2016 and report back to this Committee within two cycles.

Background

- 2.1 At its meeting on 22 August 2013, the City of Edinburgh Council approved a new governance and corporate structures to provide governance, financial and shareholder controls over the Council's transport companies – Lothian Buses and Edinburgh Tram (see Appendix 1).
- 2.2 This involved the establishment of Transport for Edinburgh Ltd which, as well as holding the Council's share in Lothian Buses, was to provide leadership and direction so that the Council's vision for integrated transport in Edinburgh could be realised.
- 2.3 In the Business Bullet-in to the Transport and Environment Committee on 2 June 2015 it was reported that an Annual Performance Report on Transport for Edinburgh and its companies would be submitted to the next meeting of the Committee.

Transport for Edinburgh – Branding and Technology

- 3.1 In 2013, Lothian Buses and Edinburgh Trams came together under the umbrella of Transport for Edinburgh (TfE). This has allowed passengers to benefit from a simple, integrated operation which provides shared ticketing and customer services. Support services such as finance, human resources, corporate communications, marketing, IT and facilities management at Lothian Buses also support Edinburgh Trams to minimise costs and to maximise value across the whole group.
- 3.2 Transport for Edinburgh provides an overarching identity for services, preserving the valuable brand of Lothian Buses and successfully introducing and establishing Edinburgh Trams. Shared products and services adopt common branding, with the bus and tram livery remaining intact. The app, Ridacard and Citysmart products are all positioned as Transport for Edinburgh, emphasising the integrated service provided to customers, no matter how they travel.
- 3.3 The Lothian Buses app for phones and tablets, launched in November 2013, was rebranded as the Transport for Edinburgh app and updated to support Edinburgh Trams from May 2014. The enhanced app combined live departure information for Edinburgh Trams and Lothian Buses, and brought together journey planning and service information from all parts of Transport for Edinburgh.
- 3.4 There were over 200,000 downloads of the app over the course of 2014. It is used by more than 400 customers at any given moment during peak travel times, and tens of thousands use it daily to help with travel around the city.
- 3.5 In December 2014, the installation of the very latest 4G Wi-Fi on all buses and trams was completed. This was funded by the Connected Capital Programme, via the City of Edinburgh Council. This now means passengers have free access to internet services when using all services, including Edinburgh Bus Tours.
- 3.6 As well as providing a better customer experience, the Wi-Fi hardware has wider benefits. These include improved tracking of vehicles by GPS, further upgrade capabilities for other vehicle technology and better quality information for the app, especially those functions used by blind or partially sighted people.
- 3.7 While many traditional ticket options remain popular with customers, new technologies are exploited to offer more flexibility and convenience, especially to meet the needs of those using hand-held digital devices.

- 3.8 In September 2014, Citysmart was launched, a multi-journey card that allows passengers to purchase single bus and tram journeys before travelling. Citysmart has proved to be popular with customers, with over 90,000 journeys recorded using the card in its first four months.
- 3.9 The m-tickets app, which complements the main travel information app, continues to provide customers with an innovative way to pre-purchase different types of ticket for use on buses and trams. Developed in partnership with Corethree, the app has been hugely successful - achieving more than double the amount of sales predicted in the first year and reaching the milestone of one million m-tickets sold after only nine months. With around 40,000 regular customers and 1.6 million m-tickets sold to the end of 2014, usage and sales continue to grow steadily each month.

Lothian Buses

- 3.10 Lothian Buses operates 70 services in Edinburgh and the surrounding areas of Midlothian and East Lothian with 350,000 passenger journeys per day. The company employs over 2,000 people, 1,500 of whom are drivers.
- 3.11 Lothian Buses services were endorsed by the findings of a major passenger satisfaction survey and the company had the honour of being recognised as Public Transport Operator of the Year at the Scottish Transport Awards in June 2014.
- 3.12 2014 was an extremely successful year for the company, with a record-breaking three million extra passenger journeys, taking the annual total to over 118 million. The company retained a substantial share of the local public transport market in Edinburgh and the Lothians and results for the year, while successful, are in line with the expectations of company directors.
- 3.13 The results of the 2014 national Passenger Focus survey again placed Lothian Buses among the highest performing operators in the UK with 94% of passengers satisfied with the company's overall service.
- 3.14 Edinburgh Bus Tours remains Scotland's third most popular paid-for visitor attraction and offers a five-star visitor experience as rated by Visit Scotland. Edinburgh Bus Tours welcomed over 530,000 passengers across the year; the majority were visitors to the city.
- 3.15 There has been ongoing investment in the efficient operation of the fleet and in low carbon vehicles, bought with additional support from the Government's Scottish Green Bus Fund. The hybrid bus fleet now totals 85, and many routes through Air Quality Management Areas (AQMAs) operate exclusively with these vehicles. Continuous investment has also significantly improved Lothian Buses Euro emissions standards performance. The Company is now operating vehicles at over 63% Euro V or above. Euro standards set targets for the reduction of

carbon emissions in vehicles over time. Euro V is at the high performing end of the ratings system.

- 3.16 Financially Lothian Buses performed in line with expectations, achieving an increase on turnover on 2.3% compared to the previous year and an operating profit of £9.5 (before tax). Directors are of the view that the company remains in a sound position to maintain its role as the major operator of buses and open top tours in Edinburgh and the Lothians.

Edinburgh Tram

- 3.17 Edinburgh Trams operated 27 fully accessible trams, all fitted with Wi-Fi and employs 130 staff members ranging from drivers to controllers. Many of the staff who helped to ready the new service for operations remain with the company.
- 3.18 There was an initial peak of interest in the trams. On the first day of operations 21,000 passengers were carried. A total of 130,000 were carried in the first week. Over the first 100 days, the trams carried 1.5 million passengers, a period covering the launch, major events, peak summer tourism and Edinburgh festival season.
- 3.19 Patronage has remained strong. In the first seven full months of operation, there were more than three million passenger journeys undertaken resulting in an average weekly patronage of over 90,000. After the first full year of operations, up to 31 May 2014, 4.92 million passengers had used Edinburgh Trams. Current performance compared with one year ago (end June 2015 compared to June 2014) shows an increase in patronage of 5%.
- 3.20 The Edinburgh Trams service has received a 95% overall satisfaction rating in its first Passenger Focus survey. 70% of those surveyed said they were 'very satisfied' with the service - the joint highest percentage of tram operators surveyed.
- 3.21 In its first full year of operation, the service surpassed revenue targets set out in its business model by around 3%. Concessionary card holders account for 10.9% of passengers which is within the business model assumptions. Current performance compared with one year ago (end June 2015 compared to June 2014) shows an increase in revenue of 11%.

Objectives for the next 12 months

- 3.22 The Council and Transport for Edinburgh have been involved in extensive discussions on the future direction for Transport for Edinburgh and its companies and their critical role in the Council's vision for transport, as articulated in the Local Transport Strategy and in particular the delivery of integrated transport.
- 3.23 Lothian Buses and Edinburgh Tram have a number of operational objectives that they intend to deliver during the course of this year and into 2016. These include:

Excellent customer service

Transport for Edinburgh will continue to invest in staff training and development. High street presence in the form of the travel-shops will be further developed. The company will stay at the forefront of new ticketing and information technology to drive revenue and also to ensure customers have easy access to information and services. The focus on high levels of customer service and satisfaction will remain a priority and be closely monitored and benchmarked through external organisations such as Transport Focus.

Ticketing and Fares

Transport for Edinburgh companies offer value for money when compared to other travel options and the wider bus industry. The city has a well-developed extensive network and prices remain low with an extensive suite of ticketing options. This includes discount option such as day tickets and the Ridacard. Lothian Buses will continue to offer value for money whilst delivering high quality services through the close analysis, management and development of the route network and through the development of a fit for purpose ticketing and fares strategy.

Growing patronage

Lothian Buses has achieved an upward trend in patronage in recent years and the intention of the Directors is to continue this trend. Edinburgh Trams will also continue to grow patronage in-line with, or ahead of original projections. Fluctuations can occur in the short term but over a period of years, with ongoing network developments, the deployment of targeted campaigns and a commitment to achieving high customer satisfaction ratings, both Lothian Buses and Edinburgh Tram can benefit from and contribute to an increasing appetite for public transport. Edinburgh Tram's sales and marketing activities will continue to focus on Edinburgh Airport, but also on Ingliston Park & Ride, West Edinburgh Retail/Business/Further Education sites as well as integration with the existing Lothian Buses network.

Fleet investment

Lothian Buses commitment to improving the environment in Edinburgh will continue as a key priority. The Company operates the largest fleet of hybrid buses (proportionately) outside London and will continue to invest heavily to satisfy customer expectations and to achieve local and nationally set environmental targets.

Work will continue on the pioneering City Mobility project which will provide full electric vehicle operation with reduced noise, odours and ultimately, no CO2 emissions within Edinburgh and East Lothian's Air Quality Management Areas. This approach will considerably reduce the environmental impact of buses and will save up to 40% in diesel use. The new technology is due to launch in 2017. A detailed budget submission will be made to the Council later in the year.

Timetabling and journey times

Edinburgh Tram will continue to improve journey times and will carry out a track speed study to see if there is scope to make further improvements. Increasing the frequency of services including Sunday services and an early morning service from the airport will also be explored.

3.24 The City of Edinburgh Council has had input into identifying these objectives particularly the need for a fares strategy and a marketing plan for increasing patronage. The Council has also identified additional workstreams that it would like Transport for Edinburgh to take forward including:

- Updating of business plans.
- Early engagement with the Council on budget preparation.
- An increased focus on making efficiencies and savings.

3.25 Transport for Edinburgh's financial year runs from 1st January to 31st December. It is proposed that Council officers work with TfE and its companies to develop and agree targets for the financial year 2016, based on the above objectives, and to report these back to Committee in January 2016.

Integration

3.26 Public transport integration is one of the key objectives of the Council's Local Transport Strategy and of Transport for Edinburgh. The Board of Transport for Edinburgh has identified four workstreams that should be taken forward, in collaboration with the Council, to deliver integration. These are:

- Ticketing – the development of integrated single tickets or travel accounts that enable access to multiple operators and modes of transport (bus, tram, rail, car club etc).
- Brand and Marketing – promoting the Transport for Edinburgh brand and building on this asset.
- Strategic Planning – promoting and managing multi-modal transport and managing any potential conflicts which may emerge between modes (eg large promotion of active travel could be seen as impacting on bus core business).
- Strategic Commercial Investment – targeting areas for investment and determining partnership strategies.

3.27 In discussions at the Transport for Edinburgh Board and between Transport for Edinburgh and the Council about how best to take forward integration, there has been a particular focus on how the governance of and the working relationships between the three companies can be enhanced to ensure meaningful delivery. The changes to the membership of the board of Edinburgh Tram and Transport for Edinburgh, and appointments of new directors to the boards (see chart below) of all three companies will assist in developing a collaborative approach to achieving further integration. Amongst the recent new appointments have been new chairs of the Boards of Lothian Buses and Edinburgh Tram, both of whom will also sit on the board of Transport for Edinburgh. TfE will, in conjunction with the Council, keep under review its governance arrangements and the effectiveness of the relationships between its companies in delivering the integration agenda.

TfE Boards: Non-Executive Directors



3.28 Following the appointment of the new directors, it is intended to recruit General Managers for both Edinburgh Tram and Lothian Buses and a Chief Executive of Transport for Edinburgh. It is also intended that the Chief Executive, as well as sitting on the Board of TfE, will also be a member of the boards of Lothian Buses and Edinburgh Tram.

Measures of success

4.1 The Council, Transport for Edinburgh, Lothian Buses and Edinburgh Tram work closely to ensure that Edinburgh benefits from a high quality and profitable integrated public transport system which assists the Council to achieve its objectives and outcomes as set out in the Local Transport Strategy 2014-19.

Financial impact

- 5.1 There are no direct financial impacts arising from this report.

Risk, policy, compliance and governance impact

- 6.1 The governance and monitoring arrangements for Transport for Edinburgh secure an appropriate level of shareholder control for the Council, and ensure there is good governance, management of financial risk and a safeguard for the Council's investment in integrated transport in Edinburgh.

Equalities impact

- 7.1 Transport for Edinburgh and its companies provide high quality, accessible transport and which helps to promote social inclusion.
- 7.2 There are no equalities or human rights impacts arising directly from this report.

Sustainability impact

- 8.1 The principle operation undertaken by Transport for Edinburgh and its companies contributes greatly towards a high quality, accessible and well integrated public transport system. This reduces dependency on car travel, reduces congestions and emissions.

Consultation and engagement

- 9.1 Lothian Buses and Edinburgh Tram have both been involved in the preparation of this report. The proposals relating to integrated transport have been discussed by the Board of Transport for Edinburgh.

Background reading/external references

[Edinburgh Tram - Preparing for Operations](#) - City of Edinburgh Council, 22 August 2013

[Local Transport Strategy 2014-2019](#)

John Bury

Acting Director, Services for Communities

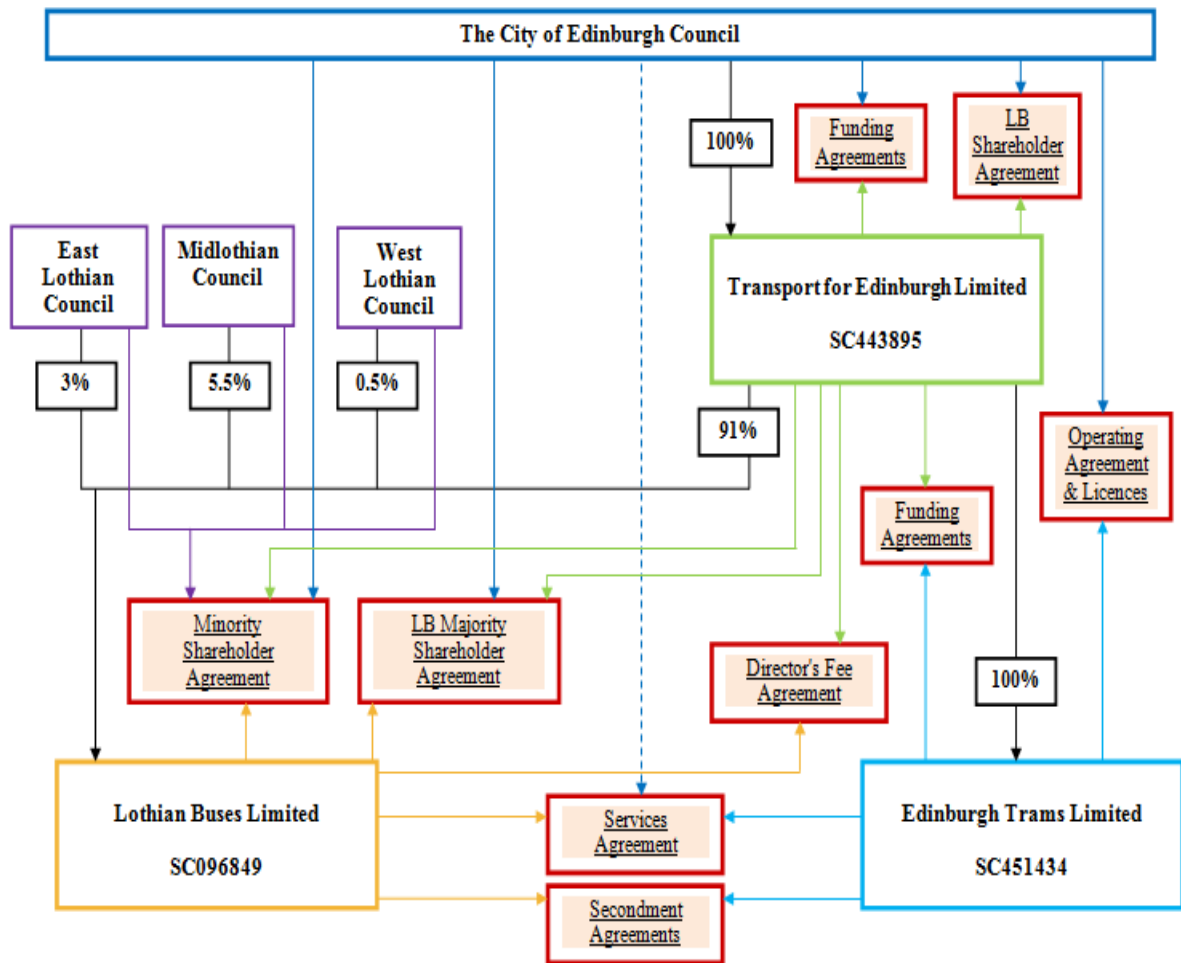
Contact: David Lyon, Acting Head of Transport

E-mail: david.lyon@edinburgh.gov.uk | Tel: 0131 529 7047

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times. P50 – Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO8 – Edinburgh’s economy creates and sustains job opportunities. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
Appendices	Appendix 1 Transport for Edinburgh- Company Structure. Appendix 2 Transport for Edinburgh – Performance 2014 and Objectives for 2015

Appendix 1



Transport for Edinburgh

Group vision and progress to date

In 2013, Lothian Buses and Edinburgh Trams came together under the umbrella of Transport for Edinburgh. This has allowed passengers to benefit from a simple, integrated operation which provides shared ticketing and customer services.

Corporate support services such as finance, human resources, facilities management, marketing and corporate communications at Lothian Buses also support Edinburgh Trams to minimise costs and to maximise value across the whole group.

Building the brand

Transport for Edinburgh provides an overarching identity for services, preserving the valuable brand of Lothian Buses and successfully introducing and establishing Edinburgh Trams.

Shared products and services adopt common branding, with the bus and tram livery remaining intact. The app, Ridacard and Citysmart products are all positioned as Transport for Edinburgh, emphasising the integrated service provided to customers, no matter how they travel.

A similarly important change was the rebranding of the flagship Travelshop on Waverley Bridge and subsequently the Hanover Street Travelshop. The shops have been modernised and reconfigured to provide an improved experience for the many thousands of customers. Other Travelshops will be similarly upgraded in the current year.

Smart city

The Lothian Buses app for phones and tablets, launched in November 2013, was rebranded as the Transport for Edinburgh app and updated to support Edinburgh Trams from May 2014.

The enhanced app combined live departure information for Edinburgh Trams and Lothian Buses, and brought together journey planning and service information from all parts of Transport for Edinburgh.

There were over 200,000 downloads over the course of 2014; it is used by more than 400 customers at any given moment during peak travel times, and tens of thousands use it daily to help with travel around the city.

Wi-Fi

In December 2014, the installation of the very latest 4G Wi-Fi on all buses and trams was completed, thanks to funding received from the Connected Capital Programme via the City of Edinburgh Council. This now means passengers have free access to internet services when using all services, including Edinburgh Bus Tours.

As well as providing a better customer experience, the Wi-Fi hardware has benefits behind the scenes, such as improved tracking of vehicles by GPS, further upgrade capabilities for other vehicle technology, and better quality information for its app, especially those functions used by blind or partially sighted people.

Smart ticketing

While many traditional ticket options remain popular with customers, new technologies are exploited to offer more flexibility and convenience, especially to meet the needs of the digital generation.

In September 2014, Citysmart was launched, a multi-journey card that allows passengers to purchase single bus and tram journeys before travelling. Citysmart has proved to be popular with customers, with almost 500,000 journeys recorded using the card since launch.

The m-tickets app, which complements the main travel information app, continues to provide customers with an innovative way to pre-purchase different types of ticket for use on buses and trams. Developed in partnership with Corethree (a systems company that deliver ticketing, real-time information and multi-modal services on smartphones), the app has been hugely successful - achieving more than double the amount of sales predicted in the first year and reaching the milestone of one million m tickets sold after only nine months. With around 40,000 regular customers and 3 million m-tickets sold to date, usage and sales continue to grow steadily each month.

Lothian Buses – the UK’s most successful publicly owned bus company

Lothian Buses continues to operate at the highest levels of performance and quality as the UK’s most successful publicly owned bus company. The company’s vision is to be an integral part of the future success of Edinburgh and the Lothians by providing world-class, environmentally-friendly and socially inclusive transport. The company is committed to innovation, the highest levels of customer service and value for money for its customers.

Lothian Buses operates 70 services in Edinburgh and the surrounding areas of Midlothian and East Lothian with 350,000 passenger journeys per day. The company employs over 2,000 people, 1,500 of whom are drivers.

2014 was an extremely successful year for the company, with a record-breaking 3 million extra passenger journeys, taking the annual total to over 118 million.

Lothian Buses services were endorsed by the findings of a major passenger satisfaction survey and the company had the honour of being recognised as Public Transport Operator of the Year at the Scottish Transport Awards in June 2014.

The company commands an 85% share of the local public transport market in Edinburgh and the Lothians and results for the year, while successful, are in line with the expectations of company directors.

Edinburgh Bus tours

Edinburgh Bus Tours, is a true Edinburgh success story and, through a process of growth and acquisition, is now Scotland’s third most popular paid-for visitor attraction behind only Edinburgh Castle and Edinburgh Zoo. The attraction offers a five-star visitor experience as rated by Visit Scotland and makes a significant impact on the Capital’s economy. The tours also play a key role in the city’s tourism industry by linking other popular attractions such as the Royal Yacht Britannia and

the Palace of Holyroodhouse and welcoming over 530,000 passengers - mostly visitors to the city - across the year.

Directors are of the view that Lothian remains in a sound position to maintain and further enhance its role as the major operator of buses and open top tours in Edinburgh and the Lothians.

Financial performance – Lothian Buses

Turnover	2012	2013	2014
£'000	122,675	132,263	135,260
Profit before tax	2012	2013	2014
£'000	9,416	11,653	10,143
Dividend	2012	2013	2014
City of Edinburgh	3003,014	3,000,014	5,000,000
Midlothian	180,285	180,285	300,475
East Lothian	103,020	103,020	171,700
West Lothian	12,877	12,877	21,462
Total	3,296,196	3,296,196	5,493,637

Service Delivery

Passenger satisfaction success

The results of the 2014 national Passenger Focus survey again placed Lothian Buses among the highest performing operators in the UK with 94% of passengers satisfied with the company's overall service.

Lothian Buses exceeded last year's results in relation to fares with 83% of passengers saying they were satisfied with the value for money, the best rating in the UK by a significant margin.

Other areas where Lothian Buses were rated highly with customers included:

- Availability of seating and standing space on the bus (94%)
- Personal security whilst on bus (91%)
- Safety of driving (90%)
- Cleanliness and condition of vehicles (89%)
- Punctuality of bus (89%)

Passenger numbers up again

Patronage rose from 115.4 million in 2013 to 118.4 million in 2014. 2014 patronage was a record performance for the company with three million more passengers improving that number in a year that also saw three million new passengers use the tram.

The industry leader - new technologies and vehicle Investment

Lothian Buses has committed to operating a high quality, young and modern bus fleet to ensure that customer satisfaction objectives are met and to support government and city environmental objectives.

Low carbon vehicles have been bought with additional support from the Government's Scottish Green Bus Fund. The hybrid bus fleet now totals 85, and many routes through Air Quality Management Areas (AQMAS) operate exclusively with these vehicles. Ongoing investment in high quality bus fleet has also significantly increased Euro standards performance. The Company is now operating vehicles at over 60% Euro V or above. Euro standards set targets for the reduction of carbon emissions in vehicles over time and Lothian Buses sits at the forefront of performance in this area.

The Scottish Government has set key national targets to reduce CO2 emissions by 42% by 2020, compared to the 1990 baseline. Alongside this, there were four key transformational outcomes to accompany the target. The key target for the Company as a bus operator is the almost complete decarbonisation of road transport by 2050, with significant progress to be made by 2030.

In partnership with the City of Edinburgh Council Lothian Buses has set targets to support the 42% reduction target under the Sustainable Energy Action Plan. Such targets include Lothian Buses' energy being met from 100% renewable energy sources. 15% of the fleet is scheduled to be operated by hybrid vehicles by the end of 2015. Electric-hybrid vehicles are intended to be introduced into the fleet by mid-2017.

The company recently entered into a partnership with the Air Quality and Sustainability teams at the City of Edinburgh Council. Through this the company supports the Sustainable Energy Action Plan which aims to reduce carbon emissions across the city by 42% by 2020.

Looking forward to 2016

Lothian Buses sits at the heart of life in Edinburgh. Residents rely on their services which are reliable, clean, comfortable and great value for money. A Corporate Social Responsibility programme supports local charities, engages positively with the community and places a strong emphasis on providing training opportunities for local people. Looking forward, Lothian Buses Directors' objective is to dedicate resources and efforts to ensure that the highest levels of quality and performance are achieved

This will be achieved by focussing on the following priorities:

Excellent customer service

Lothian Buses will continue to invest in staff training and development. High street presence in the form of the travelshops will be further developed. The company will stay at the forefront of new ticketing and information technology to drive revenue and also to ensure customers have easy access to information, services and payment options. Replacement of on-bus ticketing hardware will be an investment priority with technology options currently under review.

Value for money

Lothian Buses continues to offer good value for money when compared to other travel options and the wider bus industry. The city has a well-developed and extensive network and prices remain low with a wide range of ticketing options. This includes discount options such as day tickets and Ridacard. Lothian Buses will continue to offer value for money whilst delivering high quality services through the close analysis, management and development of the route network and through the continual delivery of the fares and ticketing strategy.

Growing patronage

Lothian Buses has achieved an upward trend in patronage in recent years and the intention of the Directors is to continue this. Fluctuations can occur in the short-term but over a period of years, with ongoing network developments, the deployment of targeted campaigns and a commitment to achieving high customer satisfaction ratings, Lothian Buses can benefit from and contribute to an increasing appetite for public transport.

Fleet investment

Lothian Buses commitment to improving the environment in Edinburgh will continue as a key priority. The Company operates the largest fleet of hybrid buses (proportionately) outside London and will continue to invest heavily to satisfy customer expectations and to achieve local and nationally set environmental targets.

Work will continue on the pioneering City Mobility project which will provide full electric vehicle operation with reduced noise, odours and ultimately, no CO2 emissions within Edinburgh and East Lothian's Air Quality Management Areas. This approach will considerably reduce the environmental impact of buses and will save up to 40% in diesel use. The new technology is due to launch in 2017.

A detailed budget submission will be made to the Council later in the year.

Edinburgh Trams - rising to the challenge in year one

Approximately 4.92 million passenger journeys were taken on Edinburgh Trams during its first year of operations - around 370,000 ahead of the target set before launch.

Launched on Saturday 31 May 2014 at 5am, Edinburgh Trams also surpassed revenue targets set out in its business model by around 3%. Concessionary card holders are currently accounting for 10.9% of passengers, which is well within the business model assumptions and ensures that Edinburgh's card holders get free travel on the tram.

Edinburgh Trams received a 95% overall customer satisfaction rating following an independent UK wide survey by Passenger Focus and operated with 99% service reliability. This means that reliability and satisfaction levels are among the top performing public transport operators in the UK.

Edinburgh Trams operates 27 fully accessible trams, all fitted with Wi-Fi and employs 130 staff members ranging from drivers to controllers. Many of the staff who helped to ready the new service

for operations remain with the company.

Events and challenges

After the initial – and very high-profile – launch of the service, several major challenges were faced in quick succession.

Many of the 60,000 One Direction fans and their parents attending the concert at Murrayfield Stadium in June 2014 used the trams. The same venue then played host to two Champions' League games. Having proved its resilience during huge spikes of activity, it then experienced the more prolonged increase of passenger numbers when Edinburgh's population doubled during the internationally-renowned festival season, with visitors flocking from all over the world.

The usual challenges encountered with any operational tram network were faced, including vehicles being parked on the tram line and a few minor collisions with other road users. Interruptions to the power supply also impacted services during the first few months of operation. Thankfully, these incidents are few and far between and every situation provides a new opportunity for staff to learn about more efficient and even safer ways to operate the service.

Other positive results include the Park and Ride facility at Ingliston, which is served by the tram, achieving nearly double the number of passengers, a 38% increase in passengers and the tram network as a whole meeting 99% service reliability (scheduled trams covering the full route).

Overall, the patronage and revenue figures are in line with the business model set out prior to launch.

2014 Performance

Finance

In its first full year of operation the service surpassed revenue targets set out in its business model by around 3%. Concessionary card holders account for 10.9% of passengers which is well within the Council's budget.

Current performance compared with one year ago (end June 2015 compared to June 2014) shows an increase in revenue of 11%.

Service delivery

Passenger numbers

There was a huge initial peak of interest in the trams. On the first day of operations 21,000 passengers were carried and a total of 130,000 in the first week. Over the first 100 days, the trams carried 1.5 million passengers, a period covering the launch, major events, peak summer tourism and Edinburgh festival season. After the first full year of operations up to 31st May 2014, 4.92 million passengers had used Edinburgh Trams, just over 94,000 a week.

Current performance compared with one year ago (end June 2015 compared to June 2014) shows an increase in patronage of 5%.

Passenger satisfaction success

The Edinburgh Trams service has received a 95% overall satisfaction rating in its first Passenger Focus survey. 70% of those surveyed said they were 'very satisfied' with the service - the joint highest percentage of tram operators surveyed.

In the research by, some of the top factors driving positive reviews were:

- Punctuality – 94% overall satisfaction
- Journey time – 86% overall satisfaction
- Safety of driving – 94% overall satisfaction
- Distance of tram stop from start of journey – 82% overall satisfaction
- Space - 82% overall satisfaction
- Value for money – 83% overall satisfaction
- Information provided at the stop – 87% overall satisfaction

Looking forward

With passenger numbers and revenues healthy at this early stage of year two of operations, focus remains on delivering the highest levels of customer service and service reliability. Growth of the business sits at the centre of this approach with new targets to achieve for the second year. Opportunities for growth at the airport, Ingliston Park & Ride, within further and higher education institutions and at the retail parks will be targeted.

A recent trial of bicycle carriage ran smoothly and received positive feedback which found both passengers and staff were favour of making the trial a permanent part of the service. This arrangement is now in place. Consideration is now being given to trailing improved access for those use mobility scooters.

Transport and Environment Committee

10am, Tuesday, 25 August 2015

Craigpark Crescent Play Area

Item number	7.2
Report number	
Executive/routine	
Wards	Pentland Hills

Executive summary

Following a petition to the Council from residents concerned about the decommissioning of a play park in Craigpark Crescent, Ratho Council officers have worked with the local community to design an improved facility for children and young people. Funding has now been secured to initiate works and The Friends of Craig Park established to support project design, implementation and ongoing site improvement.

Links

Coalition pledges	P33, P43, P48
Council outcomes	CO1, CO2, CO4, CO6, CO10, CO14, CO18, CO19, CO23, CO24, CO26,
Single Outcome Agreement	SO2, SO3, SO4

Craigpark Crescent Play Area

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Notes the progress made in responding to the petition to retain play facilities at Craigpark Crescent, Ratho.
- 1.2 Supports the design proposals drafted following community consultation.

Background

- 2.1 Due to its age, condition, location, and previous complaints, the Council's Play Area Action Plan recommended that Craigpark Crescent Play Park, Ratho, be phased out by 2014.
- 2.2 The Play Area Action Plan (2011 – 2016) was approved by the Policy and Strategy Committee at its meeting of 12 June 2012, with an instruction to refer the report to Neighbourhood Partnerships for information, and that where play areas are scheduled for removal, discussions be held with the Neighbourhood Partnership on possible alternative facilities.
- 2.3 Before these discussions were initiated, due to local concerns that the play area was to be removed and not replaced, a valid petition was heard by the Petitions Committee at its meeting of 4 September 2014. The Committee supported the petition to retain the play area whilst it remained in a safe condition, referring the item to the Transport and Environment Committee for further consideration.
- 2.4 At its meeting of 28 October 2014, the Transport and Environment Committee determined that the planned decommissioning of Craigpark Play Park be halted, instructing the Acting Director of Services for Communities to enter into discussions with the local community and report back with options for developing the play park and community space in Ratho Village. The Acting Director was also instructed to explore with the Acting Head of Planning and Building Standards the availability of Section 75 funding (developer contributions) for the project. This Report updates Committee on progress.

Main report

- 3.1 The play park in the community space at the centre of Craigpark Crescent, Ratho, consists of a swing and a roundabout. These items are 27 years old and nearing the end of their operational life. The Council's Play Area Action Plan recommended their removal due to age, as well as the existence of nearby play provision and previous complaints from local residents. However, as both the swing and a roundabout have recently passed engineering and independent inspections and are not deemed a public hazard, they remain in situ. They have also recently been re-painted in order to extend their operational life.
- 3.2 In the meantime, drop-in events at Ratho Community Centre and discussions with residents, youths, children and carers have explored retention and enhancement options for the community space, including the means of funding improvements or replacements. Interested residents have now formally registered with the Council as "The Friends of Craig Park" and, with Council assistance, have undertaken additional local consultation and hosted a public meeting on play park preferences. This has identified a desire for fencing, landscaping, play facilities for toddlers and juniors, and seating for adults. Formal registration of this Friends Group will allow staff to work with them to explore alternative sources of funding for further community space/play equipment improvements.
- 3.3 Due to the absence of a strategic Play Park capital budget, alternative means of resourcing the favoured play options have been investigated.
- 3.4 Section 75 funding (developer contributions) for Ratho has already been determined and none has been allocated for improvements to local parks.
- 3.5 The South West Neighbourhood supported an application for funding under the Neighbourhood Environment Programme and an award of £30,000 was approved by the Neighbourhood Area Board at its meeting of 19 March 2015, for community space improvements, including fencing, seating and soft landscaping/planting etc. However, this grant will not be sufficient to meet the community desire for new toddler and junior play provision.
- 3.6 Following receipt of feedback from the community consultation events, design options for improvements to the Craigpark Crescent community space have been drafted by Parks & Greenspace with input from Neighbourhood staff, and are currently part of continuing consultations with the Friends Group and other local residents and users. Once a final design option has been determined, the intention is to start improvement work on the community space by October 2015. The design will allow for play items to be added as and when additional funding becomes available.

Measures of success

- 4.1 Provision of an improved community space and a good quality upgraded or replacement play park for the local community.

Financial impact

- 5.1 £30,000 has been awarded to this project by the Neighbourhood Area Board.
- 5.2 On-going maintenance of the play items will be the responsibility of Parks & Greenspace. Associated costs will be met from the existing revenue budget.
- 5.3 On-going maintenance of the grass and other landscape features will be the responsibility of the South West Neighbourhood. Associated costs will be met from existing revenue budgets.

Risk, policy, compliance and governance impact

- 6.1 The retention of the Craigpark Crescent Play Park is contrary to the Council's Play Area Action Plan. The Action Plan is due for revision in 2016 and will be amended accordingly as part of the revision.

Equalities impact

- 7.1 Freedom to play is every child's right under article 31 of the United Nations Convention on the Rights of the Child (UNCRC). In 2013 the UN published General Comment number 17 on article 31, which expands and describes what the UNCRC means by the right to play.
- 7.2 Improved play facilities at Craigpark Crescent will bring this part of Ratho into compliance with the Play Space Access Standard contained in the Open Space Strategy 2010.
- 7.3 New community play facilities will have a positive impact on poverty and health inequalities, disability, maternity and age.

Sustainability impact

- 8.1 The continuation of The Friends of Craig Park following improvements to the play park will increase the likelihood of a sustainable future for the facilities.

Consultation and engagement

- 9.1 The Council held two drop in events at Ratho Community Centre: on 30 January 2015 to seek the views of young children and carers, and on 5 February 2015 to

seek the views of teenagers. As a result, the views of over fifty children and teenagers have informed the subsequent project design options.

- 9.2 Consultation forms were also widely circulated by the Friends Group. The results from 114 consultation forms were subsequently shared at a public meeting, from which the community priorities were identified as play facilities for toddlers (0-6 years old) and juniors (7-12 year olds), and seating for adults. This information has informed project design options.

Background reading/external references

[Play Area Action Plan](#)

[Report to Transport and Environment Committee 24 October 2014](#)

[Petition Committee Decision 4 September 2014](#)

John Bury

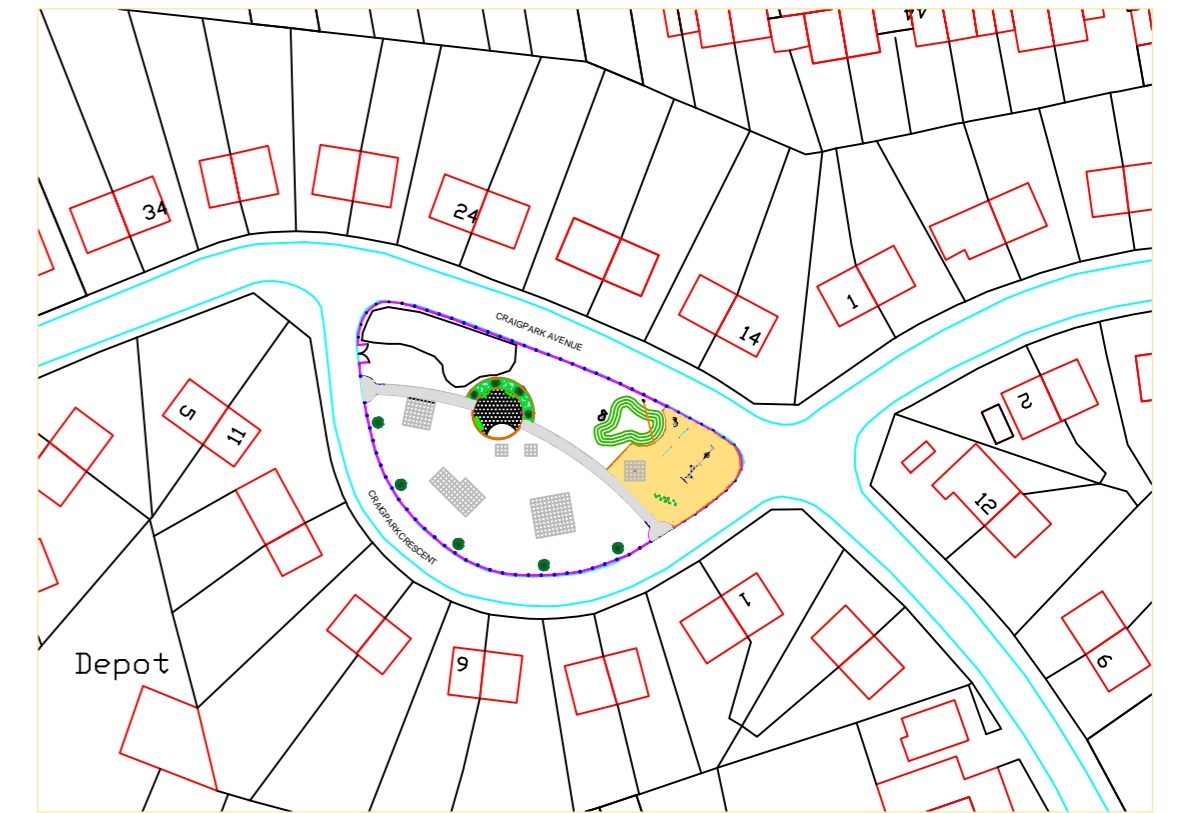
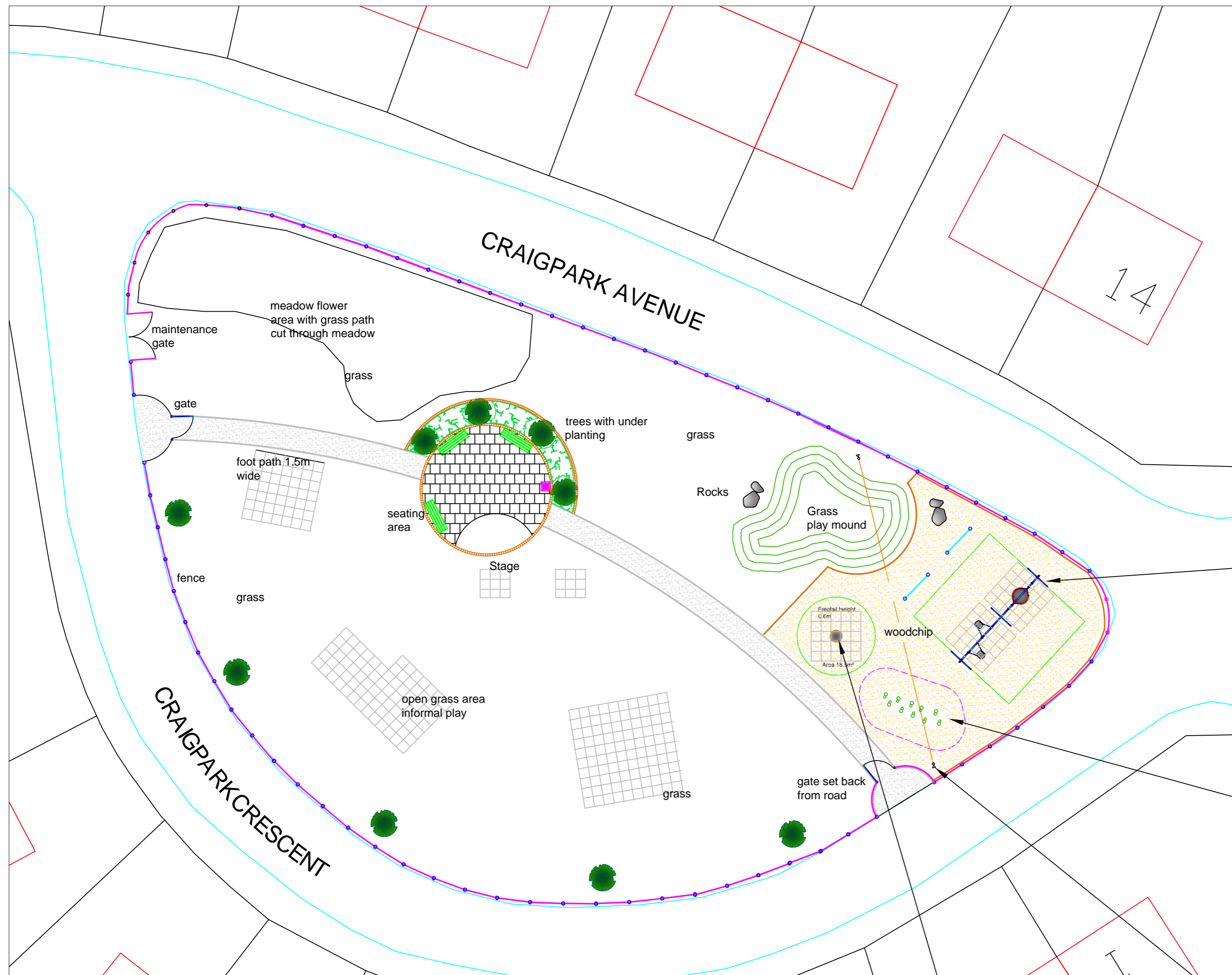
Acting Director of Services for Communities

Contact: David Jamieson, Parks & Greenspace Manager

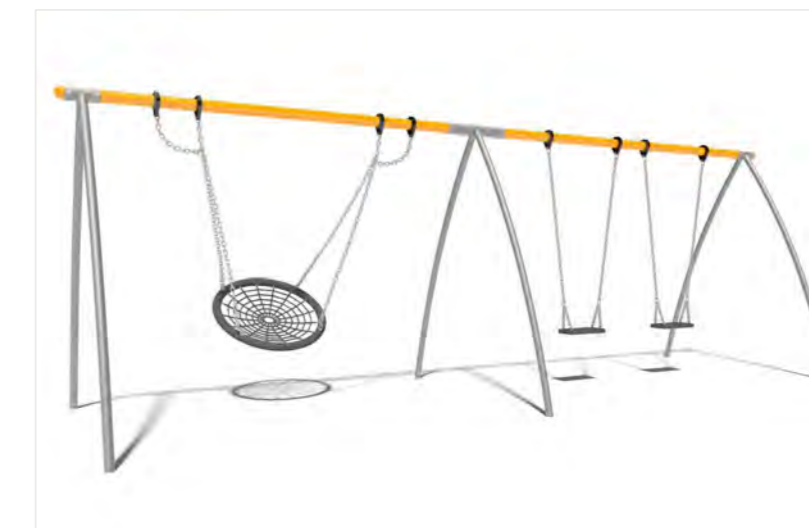
E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

Links

Coalition pledges	P33, P43, P48
Council outcomes	CO1, CO2, CO4, CO6, CO10, CO14, CO18, CO19, CO23, CO24, CO26
Single Outcome Agreement	SO2, SO3, SO4
Appendices	Design proposals A - D



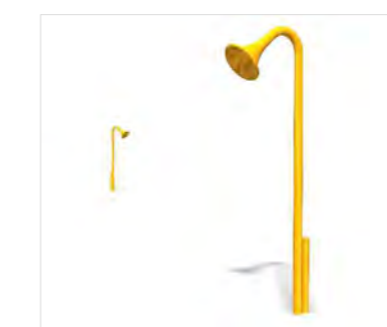
Location Plan not to scale



Swing unit 2 cradle seats one basket seat with tiles from old equipment under the woodchip surface



Stilt walk



talk tube



small roundabout

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Title
**Craigpark Crescent
 Ratho Village**
 Proposal 1
 Appendix A

Nat: Grid Ref:	Scale 1:200
Date 06/05/2015	Drawn by J Galloway
District South West	Plan No:



Basket Swing with two flat seats



Multi play Unit Amico Alto



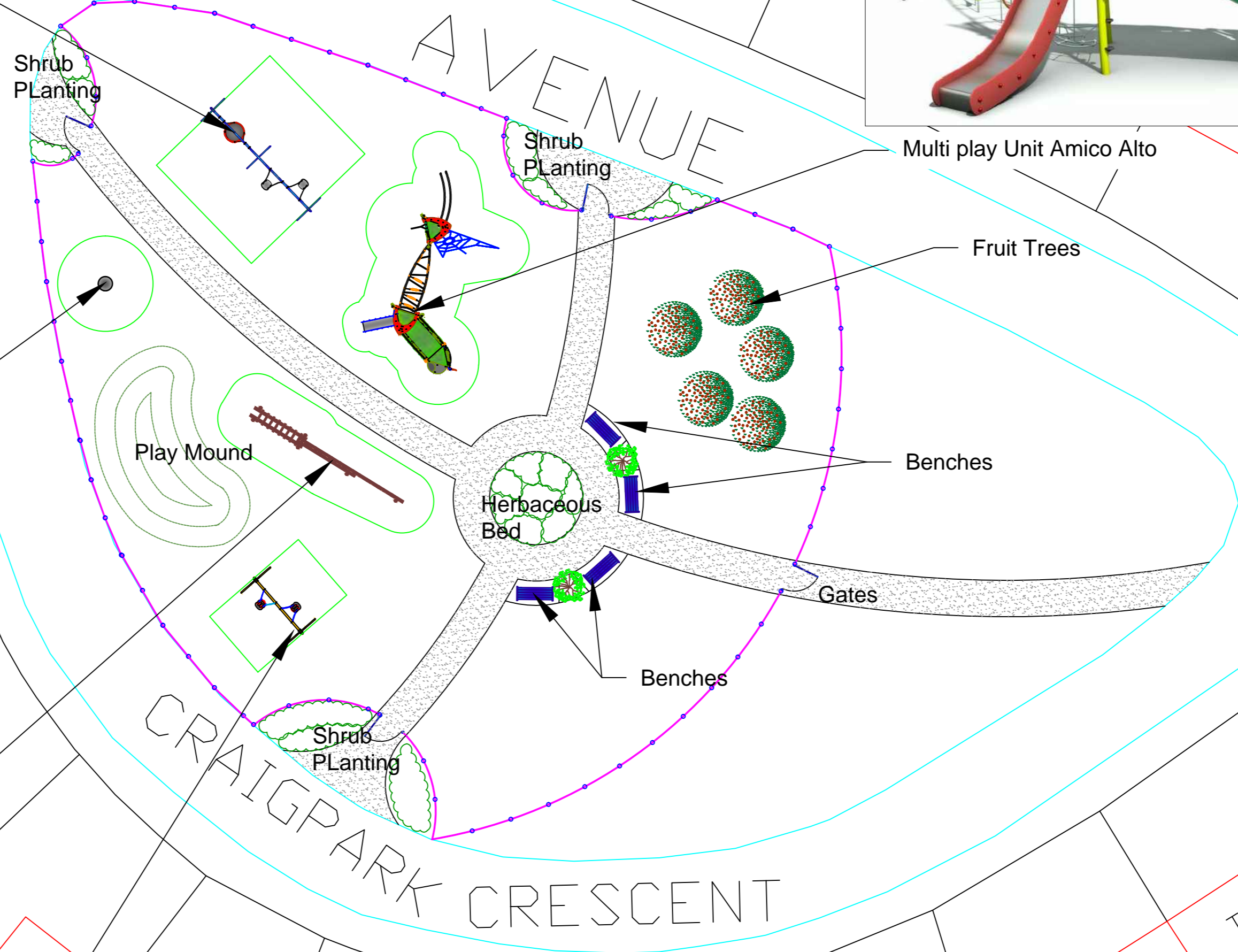
Infinity Bowl



Balancing Combination



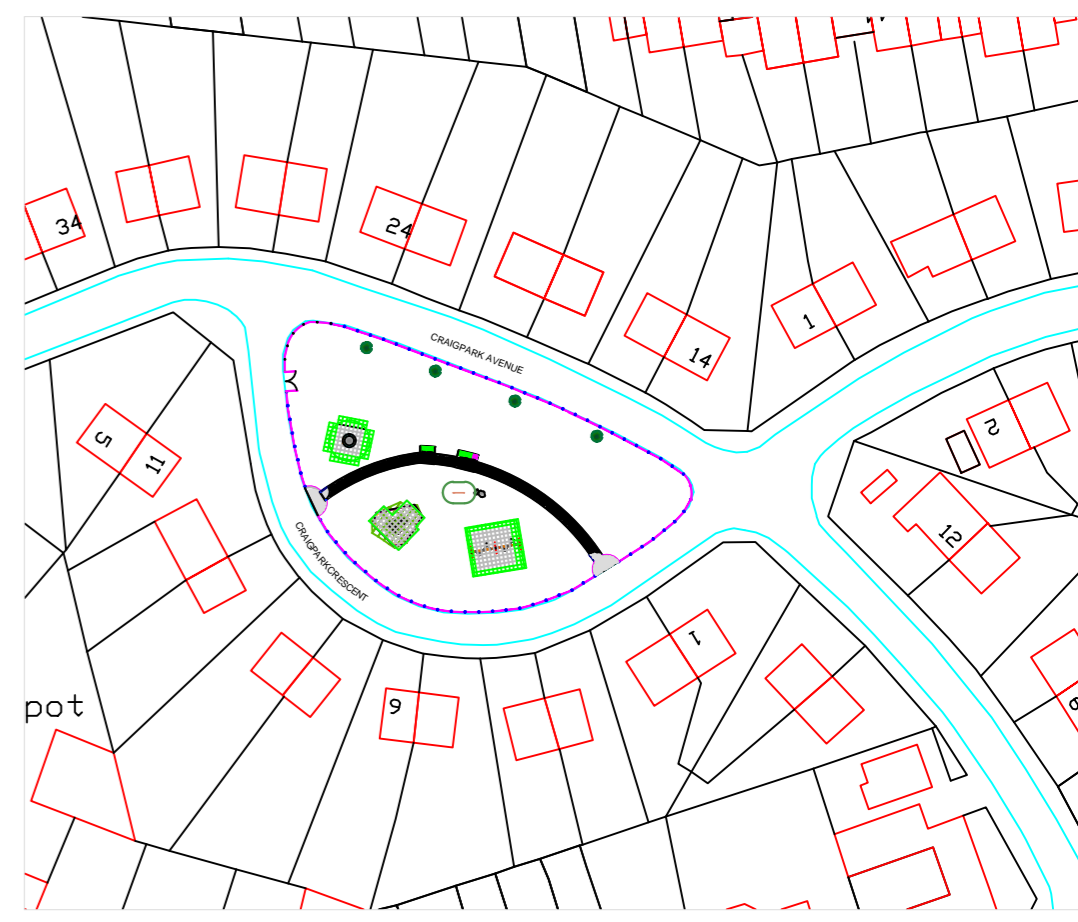
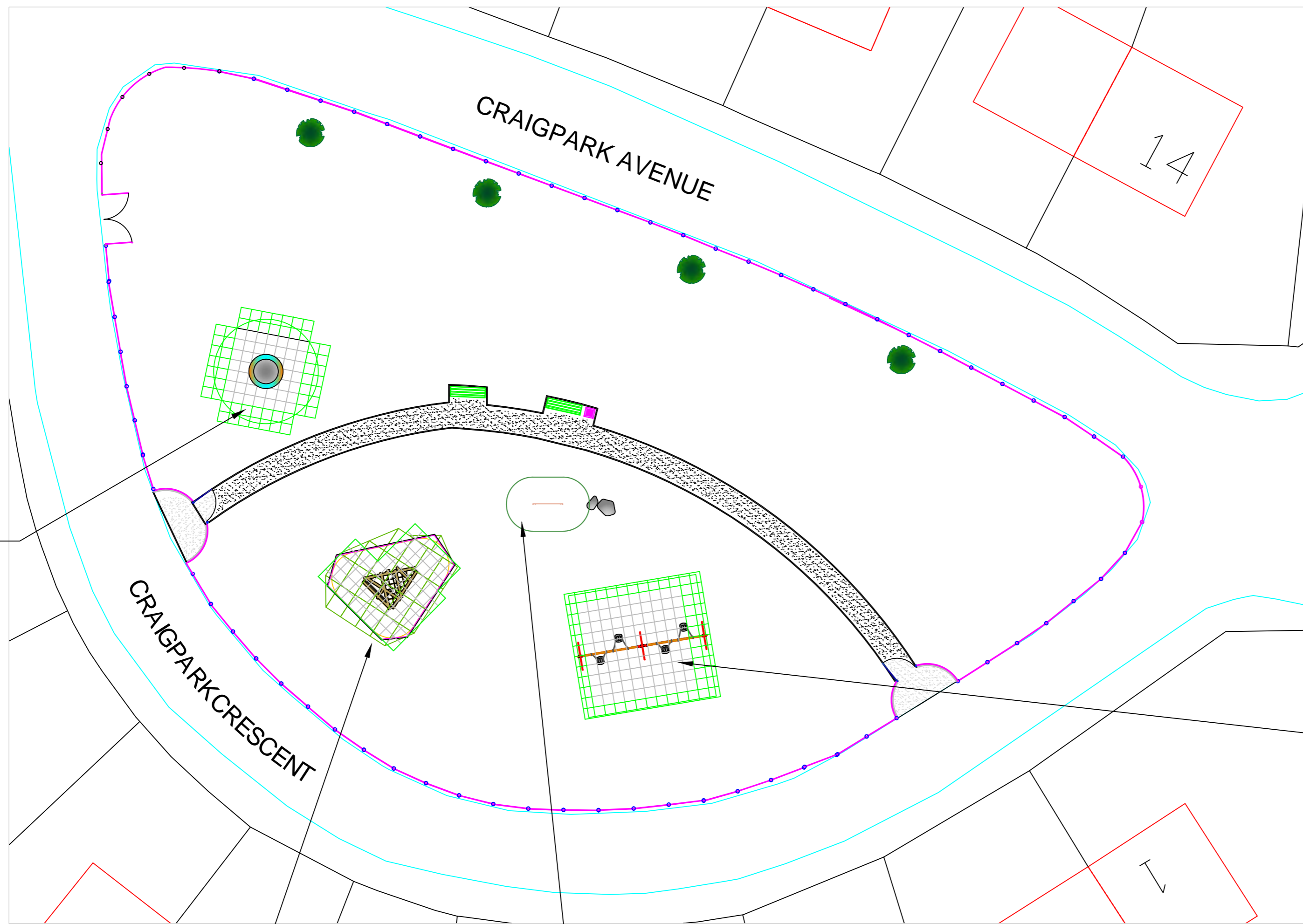
1.8m High swing with Cradles



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Title
**Craigpark Crescent
 Ratho Village**
 Proposal 2
 Appendix B

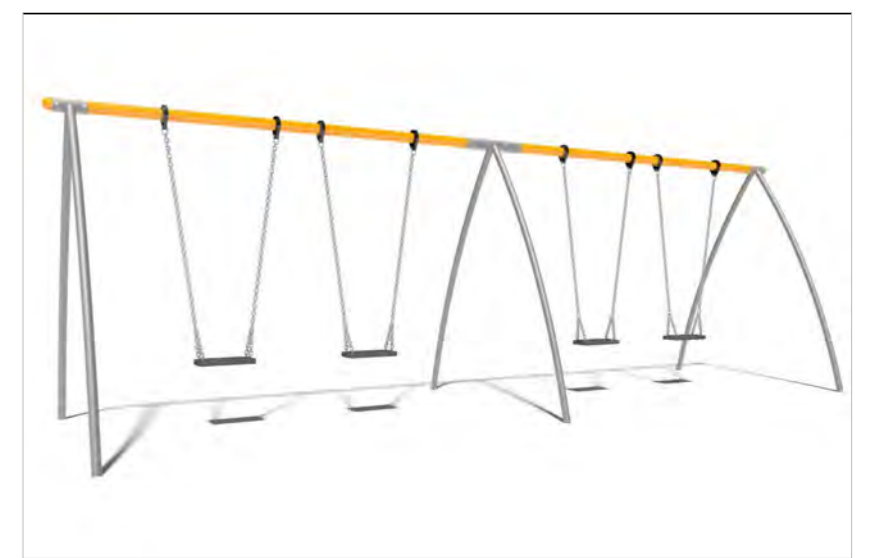
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Date 07/04/2015	Drawn by A. Grevers
District South West	Plan No: CPCR 1/02



Location Plan not to scale



Large dish roundabout all ages



Swing 2 cradle seats two flat seats



Clamber stack 1 for ages 4 plus



Balance Beam

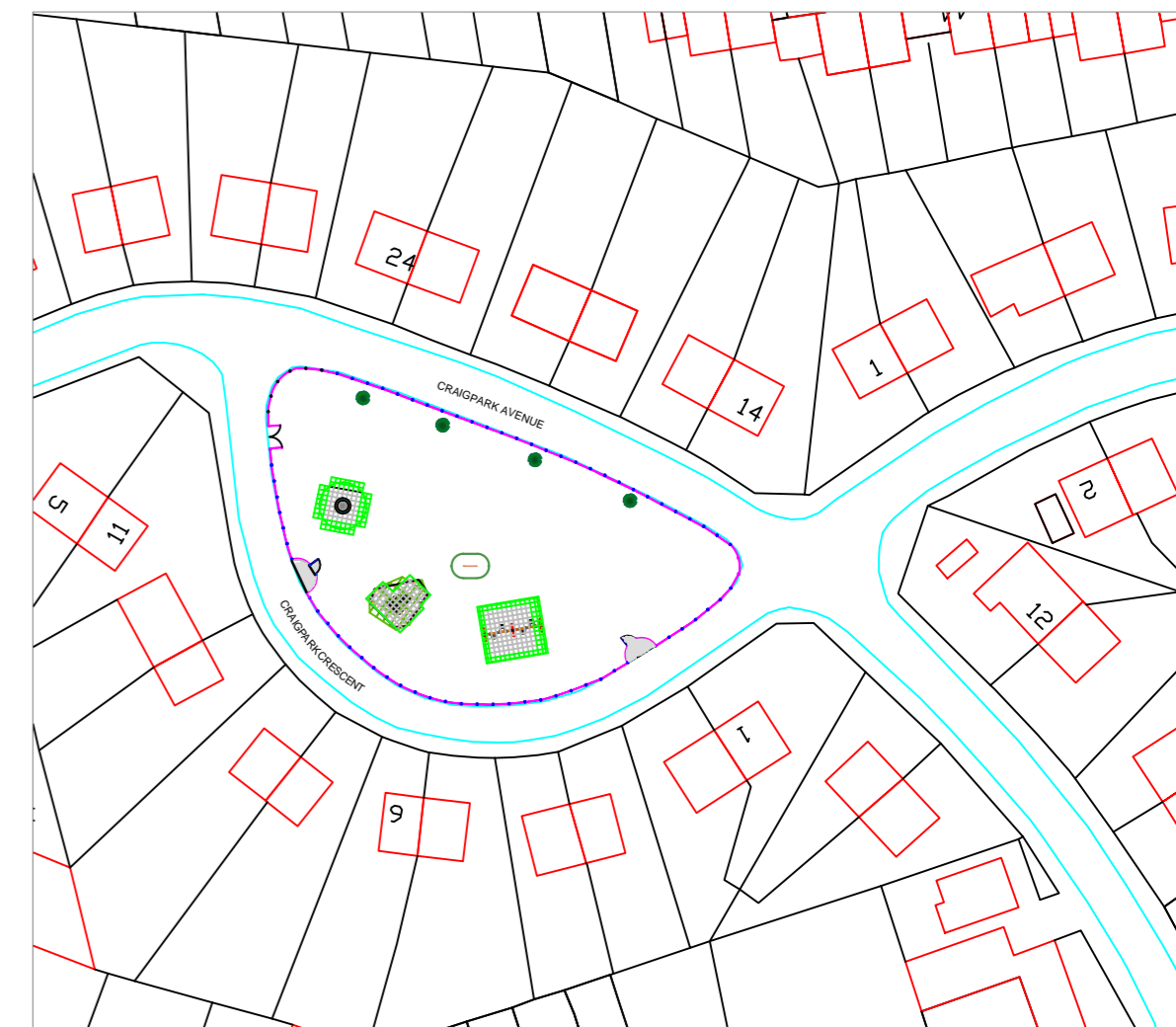
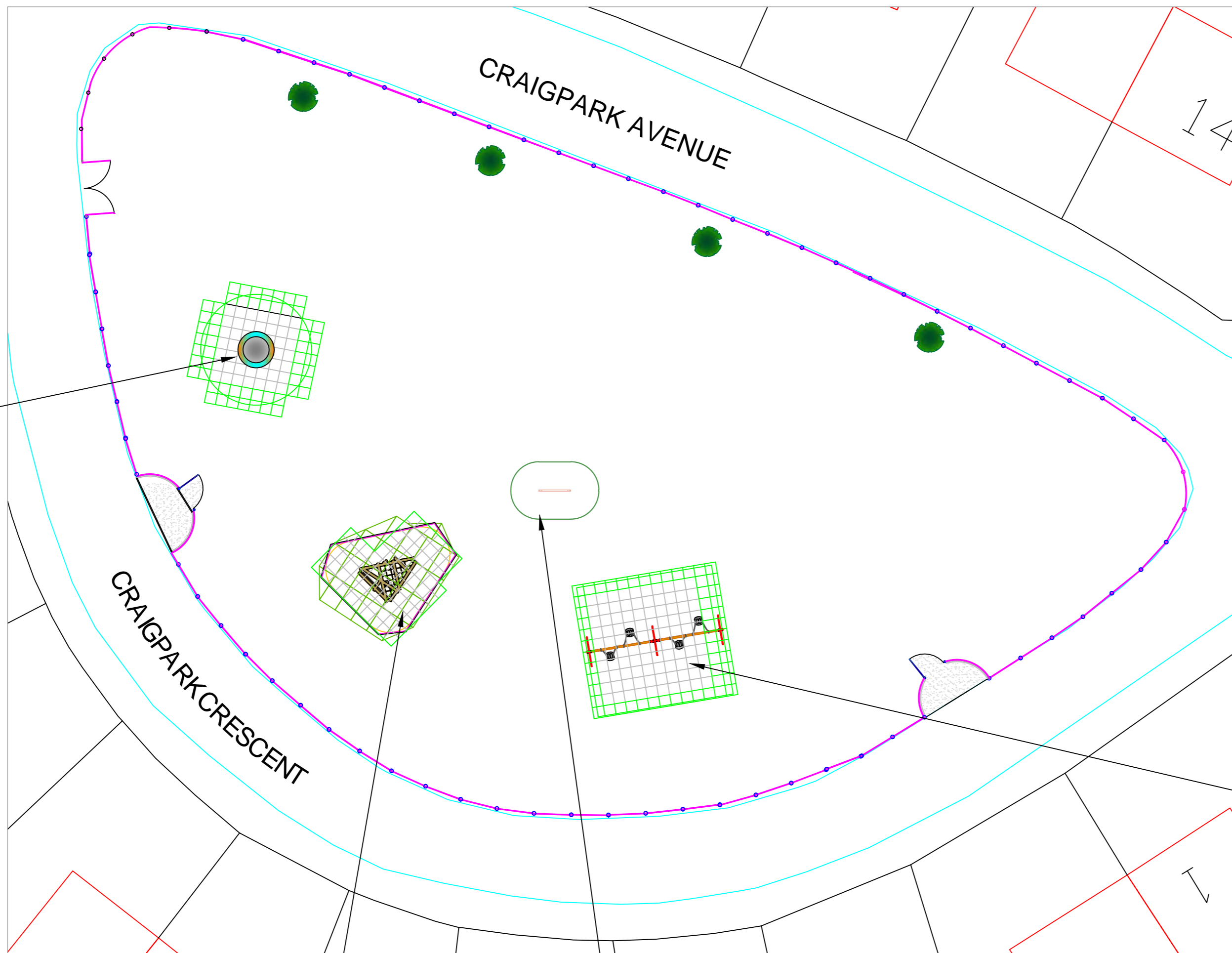
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Title
**Craigpark Crescent
 Ratho Village**
 Proposal 3
 Appendix C

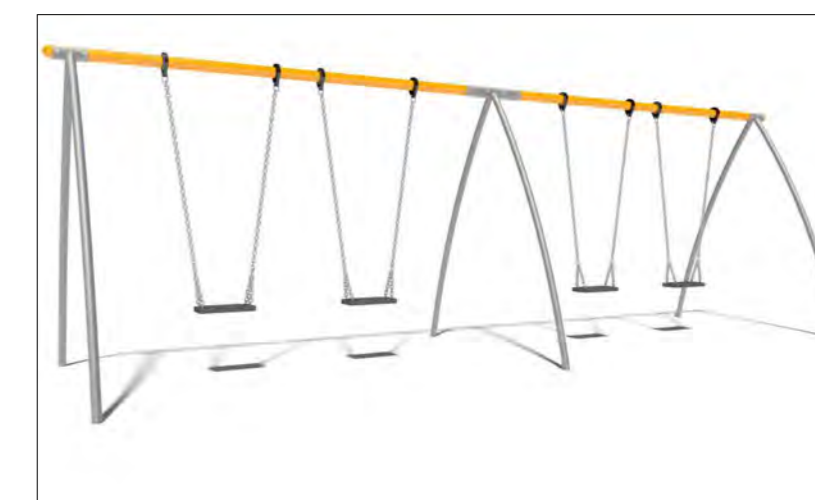
Nat: Grid Ref:	Scale 1:200
Date 21/05/2015	Drawn by J Galloway
District South West	Plan No:



Large dish roundabout all ages



Location Plan not to scale



Swing 2 cradle 2 flat seats



Clamber stack 1 for age 4 and above



balance beam

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Title
**Craigpark Crescent
 Ratho Village**
 Proposal 4
 Appendix D

Nat: Grid Ref:	Scale 1:200
Date 26/05/2015	Drawn by J Galloway
District South West	Plan No:

Transport and Environment

10.00am, Tuesday, 25 August 2015

Progress on Alternative Uses of Bowling Greens

Item number	7.3
Report number	
Executive/routine	
Wards	Corstorphine/Murrayburn Leith Walk Leith Sighthill/Gorgie

Executive summary

In 2011, Edinburgh Leisure reported a significant decline in the use of public bowling greens. As a result, a consultation led by the Council in partnership with Edinburgh Leisure was held with the bowling community. This allowed the Council to determine future provision of bowling greens, and to seek views on alternative uses for those greens which may no longer be required.

In January 2014, Committee approved a report recommending a reduction in the number of Council run bowling greens to reflect better the level of usage, and sought feedback on alternative uses. This report updates Committee on progress to date.

Links

Coalition pledges	P33 , P34
Council outcomes	CO10 , CO19 , CO23
Single Outcome Agreement	SO2 , SO4

Progress on the Alternative Uses of Bowling Greens

Recommendations

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

Background

2.1 The City of Edinburgh Council maintained fifteen public bowling greens in five locations:

- Balgreen
- Leith Links
- Powderhall
- St Margarets Park
- Victoria Park.

2.2 As the result of a decline in the number of bowlers using the greens, a consultation was held in late 2012 and early 2013. The aim of this consultation was to ascertain which, if any, sites were surplus to requirements, and to identify alternative uses for those deemed surplus.

2.3 A report on findings and recommendations was approved by Transport and Environment Committee at its meeting of 14 January 2014. This report details progress on those recommendations.

Main report

3.1 Over recent years, bowling numbers have decreased by almost two-thirds:

Site	2007	2014	
Balgreen	6816	1448	
Leith Links	2954	738	
Powderhall	1566	1034	
St Margaret's Park	2161	1648	
Victoria Park	1881	1021	
Total	15,378	5,889	- 9,489

3.2 The consultation identified that current levels of demand could still be met with reduced provision. The report presented to Committee, on 14 January 2014, identified possible alternative uses for redundant greens, such as food growing areas or additional recreational facilities. The following is an update on progress in realising these alternative uses:

Balgreen

3.3 Recommendation: “To retain two of the four bowling greens and the remaining two greens to be re-developed for either food growing, tennis courts or to explore the option of Balgreen Primary School using the space to extend the school grounds”.

3.4 Four options are currently being considered:

- Transfer of bowling greens to Children & Families for use as part of the rising rolls project. This would provide alternative playground space to that lost through future expansion of Balgreen Primary School.
- Leasing of the site to the Edinburgh Croquet Club to accommodate rising membership and increasing participation in national competitions. Discussions are ongoing as to whether the club could be accommodated alongside the existing bowlers and community groups currently using the pavilion.
- Leasing the site to Tynecastle Boys Club for use for soccer fours.
- Use of the site for food growing to in order to make further headway in meeting allotment strategy targets.

Leith Links

3.5 Recommendation: “Implement Leith Links Tennis and Petanque Project leaving three greens. Explore a subsequent proposal by the Scottish Beach Volleyball Association to convert one of the remaining greens into a beach volleyball court”.

3.6 The project to deliver new public tennis and petanque courts was completed in the Autumn of 2014 at a cost of £80,000, which included contributions from SportScotland, East of Scotland Tennis, and the Lawn Tennis Association. The courts were officially opened on 31 October 2014, and responsibility for bookings transferred to Edinburgh Leisure.

3.7 The Scottish Beach Volleyball Association has been unable to secure funding for courts at Leith Links. Alternative uses are now being explored. Two greens continue to be maintained for the playing of bowls.

Powderhall

3.8 Recommendation: “To retain one green and re-develop the remaining two for either play area/ball court or food growing”.

- 3.9 Discussions with Broughton Primary School identified a desire to use two greens as green space for pupils. These greens were first used for the school sports day in June 2014, previous sports days having been held in another part of the city. Pupils from Nursery through to Primary 7 took part, with parents invited to attend to see the new facility for themselves. Feedback from pupils, families and staff was positive and so the school now uses the site for PE activities, including rugby, hockey and Gaelic football.

St Margaret's Park

- 3.10 Recommendation: "To retain the single green and to investigate the potential for creating a Petanque rink".
- 3.11 Due to budgetary constraints, it has not yet been possible to realise this recommendation. The cost would be approximately £15,000.

Victoria Park

- 3.12 Recommendation: "To retain two of the three greens and investigate the opportunities to integrate the bowling green directly in front of the clubhouse back into the park area".
- 3.13 Following further consultation with the local community it was agreed to retain the two greens closest to the clubhouse for bowling, and convert the third green into a food growing area. In May 2015, sixteen new "mini" allotments were constructed, along with a community garden and an area for Trinity Academy to use for educational purposes.

Measures of success

- 4.1 Alternative uses agreed and initiated across those bowling greens deemed surplus to need.

Financial impact

- 5.1 Parks & Greenspace has realised an annual grounds maintenance saving of £40,000 as part of its 2013/14 savings plan.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Agreeing alternative uses for unused bowling greens has widened the range of opportunities available for the local community, including those who fall within the protected characteristic groups.

Sustainability impact

- 8.1 There is no negative sustainability impact with regard to these proposals. The option of providing additional allotments will help meet the current demand for food growing.

Consultation and engagement

- 9.1 Community consultation is planned or has already taken place at each location.

Background reading/external references

- 1 Report to Transport and Environment Committee, 14 January 2014.
http://www.edinburgh.gov.uk/download/meetings/id/41886/item_no_717_-_public_bowling_green

John Bury

Acting Director, Services for Communities

Contact: David Jamieson, Parks & Greenspace Manager

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

Links

Coalition pledges	P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used P42 - Continue to support and invest in our sporting infrastructure
Council outcomes	CO10 - Improved health and reduced inequalities 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. CO23 - Well engaged and well informed – Communities and

individuals are empowered and supported to improve local outcomes and foster a sense of community.

Single Outcome Agreement

SO2 - Edinburgh's citizens experience improved health and well being, with reduced inequalities in health.

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

Appendices

N/A

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

A Public Park Events Space

Item number	7.4
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting of 26 August 2014, the Transport & Environment Committee requested a report identifying the most suitable location(s) to create an events space that can be used for both high impact events and recreational activities; the report to detail possible options and likely costs of installation and maintenance, as well as appropriate surcharges for event organisers using the space. This report updates Committee on the progress made in these matters, recommending that The Meadows would be the most suitable location given continued maintenance of recently installed drainage.

Links

Coalition pledges

Council outcomes [C020](#)

Single Outcome Agreement

A Public Park Events Space

Recommendations

It is recommended that Committee:

- 1.1 Considers the reinforced surfacing options available and notes that the most suitable location for these is The Meadows.
- 1.2 Approves that ongoing maintenance of recently installed drainage is viewed as the most suitable option for The Meadows.
- 1.3 Refers this report to the Culture and Sport Committee for consideration.

Background

- 2.1 At its meeting of 18 March 2014, Committee considered the options available should the Council wish to invest in reinforced surfacing or improved drainage/maintenance for locations likely to be regularly used for large scale events. Due to the significant installation costs and maintenance complexities, the report advised that the best value solution was continued investment in high quality drainage and enhanced reinstatement and maintenance standards.
- 2.2 Since 2013, £500,000 has been committed to improving drainage across twelve public parks. Early indications suggest that this has been successful in reducing the incidence of inundation, thereby enabling more frequent use of parks for sport, recreation and events.
- 2.3 Progress in implementing the drainage improvement project was reported to Committee at its meeting of 13 January 2015, confirming that of the 26 locations identified as requiring drainage improvements, funding had enabled works to be undertaken in twelve parks. Funding for this initiative has now come to an end.
- 2.4 At its meeting of 26 August 2014, the Transport & Environment Committee requested a further report identifying the most suitable location(s) to create an events space that can be used for both high impact events and recreational activities; the report to detail possible options and likely costs of installation and maintenance, as well as appropriate surcharges for event organisers using the space.

Main report

- 3.1 In recent years there has been extensive flooding to, and persistent inundation of, Council parks, gardens and playing fields. As a consequence, some parks

- events have had to be cancelled or re-located to better drained sites. Some events on wet ground have resulted in significant reinstatement costs borne by the event organiser, as well as delays to re-use for sport and recreation.
- 3.2 At its meeting of 7 February 2013, Council agreed to allocate £500,000 to a programme of drainage investigation works. These works are now almost complete, enabling drainage to be improved across twelve parks, including principal event locations like Inverleith Park, the Meadows and Leith Links. To date these works have proven successful in reducing the frequency of inundation and the subsequent scale of ground reinstatement.
 - 3.3 However, recognising the ongoing demand for use of public parks to host community and city events, Parks and Greenspace has undertaken preliminary research into the suitability and costs of establishing reinforced surfaces that can improve resilience to regular use whilst retaining their primary function for recreation.
 - 3.4 The potential to create such a feature in one or more of the Council's public parks was also considered as part of the recent Parks Events Manifesto consultation. The results of this survey showed that 84% of 441 respondents supported establishing a greenspace robust enough to withstand events being sited on it, but which would also be accessible for all other recreational uses. Of the 237 respondents who gave their opinion on where such a space could be located, 30 suggested The Meadows, 22 various or non-specific brownfield sites, and 18 Holyrood Park.
 - 3.5 Given that commercial and large-scale charitable event operators usually seek a central location for their event, suitably large-enough Council-managed park locations for an events space are limited to Princes Street Gardens, Calton Hill, Inverleith Park and The Meadows.
 - 3.6 West Princes Street Gardens already has a hard-standing events space and Calton Hill a tarmac car-park that can be used for events. Given their topography it is not feasible to create a larger permanent events space in either of these locations.
 - 3.7 A permanent events space could however be constructed on the lower lawn of East Princes Street Gardens. This would be potentially beneficial for hosting future Christmas and New Year festivities, although specialist advice would be needed to determine better its ability to recover from use over a seven-week period. It would likely be too small an area for some of the larger events that seek space in Edinburgh's parks each year.
 - 3.8 Inverleith Park has regularly accommodated events on its grass football, cricket, and rugby pitches. Although a permanent surface could be designed to enable sports use, there would still be a requirement to relocate games to other locations during periods when it would be used for events.
 - 3.9 The (East) Meadows is not used for formal sports activities and is of a size that could readily accommodate large events. It is therefore viewed as the most suitable location for a permanent public park events space.

- 3.10 Three structural options are considered feasible:
- Reinforced Fibre system
 - Reinforced Net system
 - Improved Drainage and Maintenance regime
- 3.11 Design and specification detail for each of these is summarised in Appendix 1. In short: a Reinforced Fibre system offers the most robust option, but is the most expensive to install and maintain; a Reinforced Net system is less expensive but limits the possible remedial/reinstatement works often required following use for events unless a hybrid version incorporating artificial “grass” fibres; and Improved Drainage and Maintenance is the least expensive but requires continuous investment in regular sanding, spiking and other intensive maintenance typical of high quality sports pitches.
- 3.12 Reinstatement is far more difficult in reinforced systems should grass die from the lengthy absence of light, air and water, which typically occurs when events exceed around fifteen days of operation. The Edinburgh Parks Events Manifesto limits the period for events to fifteen days in most parks. Twenty-three days, plus set up and take down period, is the maximum time for events on The Meadows during the Edinburgh Festival. Use of East Princes Street Gardens is also extended to cover the period of the Winter Festival.
- 3.13 For these reasons, ongoing maintenance of recently installed drainage is viewed as the most suitable option for The Meadows.

Measures of success

- 4.1 Improved capability to host events in Edinburgh’s public parks.
- 4.2 Reduced impact on parks infrastructure.

Financial impact

- 5.1 The design and project management of a reinforced events space will need to be undertaken by specialist consultants. There is no budget for this exercise.
- 5.2 The cost of constructing a high-quality reinforced events space of sufficient size to accommodate large-scale operations is likely to be between £1,000,000 and £2,000,000. On-going maintenance for this type of surface is estimated at up to £30,000 per year.
- 5.3 Given the significant costs of installing and maintaining a high quality events space, and the expected reductions in ground reinstatement costs, a premium could be charged to event organisers for use of the space. Recent competitive procurements for events in the Meadows and Princes Street Gardens have shown that event organisers are willing to pay more for premium spaces than the levels traditionally charged.

- 5.4 Maintenance of recently installed drainage at locations like the Meadows, Inverleith Park and Leith Links would likely be a more cost-effective option. Currently, the Specialist Ground Maintenance Service carry out an annual verti-drain programme, top dressing and re-seeding of area's requiring attention.

Risk, policy, compliance and governance impact

- 6.1 Changing the surface from grass to a reinforced surface would constitute development, and will therefore require planning permission. Given the nature of the works, the proposals would fall outwith the Permitted Development Rights for Local Authorities, as stated in Part 12, Class 30 of the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2014.

Equalities impact

- 7.1 None identified.

Sustainability impact

- 8.1 Climate change predictions indicate greater rainfall for Scotland. Investing in a reinforced surface or drainage features/maintenance will be necessary, if the Council's parks and pitches are to remain resilient to the anticipated impacts of events.

Consultation and engagement

- 9.1 The potential for creating an events space in one or more of the Council's public parks was considered as part of the recent Parks Events Manifesto consultation. 84% of 441 respondents supported establishing a greenspace robust enough to withstand events being sited on it but which would also be accessible for all other recreational uses. Of the 237 respondents who gave their opinion on where such a space could be located: 30 suggested the Meadows, 22 various or non-specific brownfield sites, and 18 suggested Holyrood Park.
- 9.2 Further consultation on design and location is recommended should Committee favour construction of reinforced surfacing.

Background reading/external references

None

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Links

Coalition pledges

Council outcomes C020 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central role in the lives and futures of citizens.

Single Outcome Agreement

Appendices Appendix 1: Summary of Reinforced Surfacing Options

Appendix 1 Reinforced Surfacing Options for Public Parks

Introduction

In dry weather conditions grass is a suitable surface for hosting events as it will allow marquees to be fixed down with spikes and a reasonable level of vehicular and pedestrian traffic. However, under wet conditions the structure of the soil quickly breaks down and turns to mud, causing long term damage, expensive reinstatement works and often many months for full recovery.

Compaction in soil is caused by pressure applied from above by vehicles or foot traffic. It starts with the removal of air from the spaces between the soil particles, which can stop biological activity. If this pressure is sustained, water is also displaced from between the soil particles. Further pressure means that the soil particles crush together forcing the structure of the soil to collapse and compact. Future rainfall will no longer be absorbed by this soil, causing poor drainage, flooding of the area and increased run off.

Grass and soil will begin to “yellow” under tents and road tracking, but can recover normally if for only a limited duration. Where an event is present for more than a couple of weeks the area of grass which has received no light for an extended period will require cultivation and seeding/new turf.

Recent advances in horticultural technology means that grass surfaces can now be created that make grass and soils more resilient to these forms of damage whilst allowing continued use for sport and outdoor recreation when not being used for large scale events. This preliminary report considers those most suitable for Edinburgh’s public parks.

Events Space Requirements

Large-scale events seek park locations that are:

- Level
- Well drained

And which have:

- Good vehicle access
- An area for heavy transport to load/off-load
- Large grass areas that are free from subterranean services so that tents/marquees can be fixed to the ground with large spikes
- Access to power, water and drainage.
- Good public access

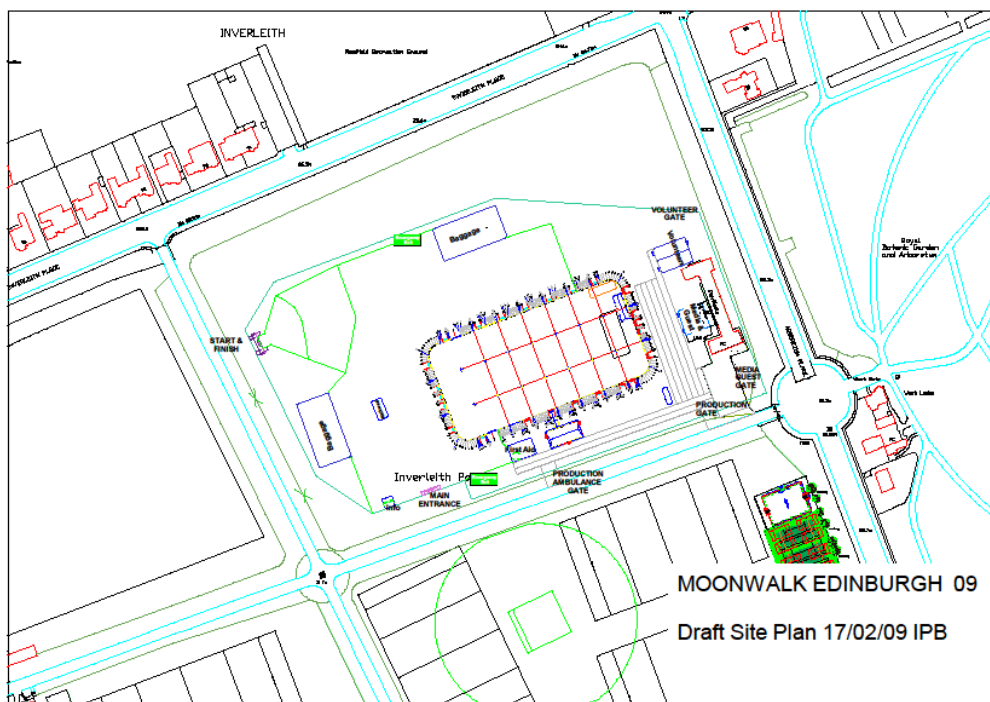
Events Space Sizes and Layouts

Having considered the large events that typically occur in Edinburgh's parks, it is likely that the extent of ground required to be reinforced is as follows:

Park	m ²	Acres	Ha
Calton Hill	1,091	0.27	0.10
West Princes Street Gardens	1,210	0.29	0.12
East Princes Street Gardens	7,805	1.93	0.78
Lauriston Castle	20,770	5.13	2.08
Leith Links	24,782	6.12	2.47
Inverleith Park Moon Walk	35,237	8.70	3.52
Inverleith Park Taste Event	32,324	7.98	3.32
Meadows	25,952	6.40	2.59

This suggests a reinforced events space of around 3ha should be able to accommodate the majority of events. However, as can be seen from the following example layouts, events would need to be arranged in a manner that maximised use of the space:





Surface Options

Three options have been identified as possible solutions to establishing an events space that can sustain regular events and associated traffic whilst retaining its main purpose as a recreational space usable for sports and other outdoor recreational activities:

1. Reinforced Fibre systems
2. Reinforced Net systems
3. Improved Drainage and Maintenance regime

Reinforced Fibre systems

Examples of this type of system are found in a variety of sizes and forms at: Glasgow Green, Quartermile development, Gallery of Modern Art (Charles Jencks Landform sculpture), slope behind the National Gallery on The Mound, Murrayfield “back” pitches outside the main stadium.

Fibreturf/Fibresand is the name given to natural sports turf growing in a sand dominant rootzone that contains synthetic fibres. It has been developed in order to obtain greater use out of natural turf whilst maintaining a high quality sports surface. This is achieved by mixing silica sand and organic matter with polypropylene fibres to produce a ‘fibre reinforced’ upper rootzone. The natural turf finish is then produced by either seeding directly into the rootzone or by laying Fibreturf which has been pre grown by specialist turf growers. This system is common on top grade sports pitches.

An advanced “Terram” version comprises a sandsoil rootzone into which thousands of small interlocking mesh elements have been pre-blended, and

which when installed is supplied with a selected turf finish. As the grass roots develop, they penetrate through the mesh to form a deep-anchored root system and a very stable rootzone. This creates a free-draining natural grass surface with load-bearing capabilities, and has been employed on the Murryfield back pitches and Glasgow Green to accommodate events and car parking.

Fibrelastic is a similar alternative that aims to further improve the characteristics of typical fibre reinforced sand-dominant rootzones by imparting a significant degree of resilience and energy absorption to the surface. This is achieved by mixing silica sand, organic matter, rigid polypropylene fibres and flexible fibres to produce a completely homogeneous blend.

These reinforced systems cost around £50/m² to install, a 3ha site costing up to £1.5m. In addition, additional drainage would be necessary, costing an estimated £170k for a 3ha site.

Due to the free draining properties of these systems it is likely that an irrigation system will also need to be installed, along with access to water and a power supply. Cost will be site dependent, and could involve construction of a water tank.

Regular application of fertilizer may also be necessary to replace leached soil nutrients.

Reinforced Net Systems

These typically involve use of a grass mesh and engineered turf, with plastic meshes installed directly onto existing grass surfaces allowing the grass sward to grow through the mesh apertures. The grass roots intertwine with the plastic mesh creating a reinforced base for the roots, protection from wear and ultimately a grassed surface that is capable of resisting a reasonable level of rutting and deformation.

At an estimated £10/m², a 3ha site would cost around £300k to install. In addition, as with fibre systems, reinforced net systems require site drainage installed prior to the net going down. This would be a further £170k.

There are more limitations with a net system. Remedial and post-event reinstatement works become more problematic as any ground cultivation would damage the integrity of the net. Grass nets also have the potential to create trip points if exposed, as well as “catch” points to grass cutting machinery.

The installation of this would require the stripping of the existing top soil and, in the case of fibre systems, its removal from the site. Inclusion of a stone layer over 3ha would cost around £150k. Soil removal would cost around £200k, although some of this expense could be recouped by reuse elsewhere or sale. Good quality soil of this extent should generate around £100k.

An alternative reinforced net system is the “hybrid” system. This consists of a natural turf reinforced with a net of artificial turf fibres. The synthetic fibres partially absorb the pressure and wear on the natural grass blades, which makes it more resistant to wear than a standard area of natural grass. Once laid the synthetic grass fibres are filled with a special soil and sand mix and then sown with a grass seed mix. The seed germinates and grows between the artificial turf fibres creating a natural but strong surface with the benefit that if the natural grass is damaged as a result of an event the area remains green until the grass re-establishes. Estimated cost is £20/m², however, a drainage system is also recommended for all but the most free-draining sites.

Improved Drainage and Maintenance regime

Recent investment in drainage has greatly improved the capability of a number of parks to host events. On-going maintenance will need to incorporate sanding, spiking, tining, grooving, verti-draining and other surface water management and soil aeration practices. The costs of this maintenance regime vary depending on levels of compaction, soil type and intensity of use, but would typically be around £30,000 per year for a 3ha site.

Light, Air and Water

Whichever option is chosen, the problems caused by length of time the event is in-place remain. If light, air and water are removed from the growing grass for a sustained length of time then the grass will die and need to be replaced via seeding or re-turfing.

Tracking is extensively used to limit damage from vehicle and pedestrian movements, and it is important that this practice is demanded when deemed suitable.

In addition to this, event organisers using a location for a sustained period are encouraged to use tents and marquees that have panels in the roof structure that permit light penetration. Similarly, flooring made of clear plastic, and ideally incorporating gaps to permit light, air, and even regular watering, is sought.

Conclusions

The three systems examined all seek to protect the living green grass landscape from degrading, breaking down and turning to mud.

A reinforced fibre system will provide the most effective solution to establishing a surface that can adequately cope with regular events use whilst at the same time providing sporting and recreational use when not accommodating events. However, it is expensive at up to £2million for a fully costed installation across 3ha of grassland.

Reinforced net systems are less expensive. However, their use presents potential public safety and operational management concerns, as well as

limitations on site reinstatement works that may still be necessary. A “hybrid” system of natural turf reinforced with a net of artificial turf fibres is a good compromise between cost and usability, at around £1million for a fully costed installation across 3ha of grassland. It will also have ongoing maintenance costs to ensure good drainage, irrigation, and soil enrichment.

Probably the most cost effective solution is therefore continued investment in the maintenance of newly installed drainage systems. Smaller zones of fibre or net reinforced turf could be installed at locations that are likely to suffer the greatest damage from events, typically vehicle entrance points and areas where heavy vehicles offload and collect their loads.

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Flood Risk Management – Consultation and Prioritisation

Item number	7.5
Report number	
Executive/routine	
Wards	All

Executive summary

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

The City of Edinburgh Council has been appointed as Lead Local Authority for the Forth Estuary Catchment Area. A Local Flood Risk Management Plan (the Plan) is required for the Forth Estuary Catchment, which will identify areas vulnerable to flooding from all sources and potential mitigation actions. A public engagement and consultation exercise ran between 22 December 2014 and 2 June 2015 and this report presents the findings. A prioritisation list of potential actions has been developed and approval is sought, prior to submission to the Scottish Government for consideration. This prioritisation list will help inform decisions relating to future funding.

Links

Coalition pledges	P28
Council outcomes	CO19
Single Outcome Agreement	SO1

Flood Risk Management – Engagement and Consultation

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the content of the report;
 - 1.1.2 approves the prioritisation which will be considered by the Scottish Government in relation to the distribution of funds; and
 - 1.1.3 approves the revised scope for future phases of the Water of Leith Flood Prevention Scheme.

Background

- 2.1 Scotland's approach to how flood risk is managed is changing due to the Flood Risk Management (Scotland) Act 2009 (FRM Act). The FRM Act aims to reduce the adverse impact of flooding on communities, the environment, transport, cultural heritage and economic activity.
- 2.2 In the past, when flooding has occurred, public bodies often constructed flood defences, but now more thought is required to be given to alternative means of reducing flood risk. This includes avoiding the likelihood of flooding through effective land use planning, maintenance of watercourses and associated infrastructure and the better control and management of surface water run-off. There may be occasions when the flood risk is tolerated and is best managed through protection of buildings and improved forecasting and flood warnings. However, there may also be instances where the construction of conventional flood defences is the most appropriate solution.
- 2.3 New guidance has been published on carrying out cost benefit analysis by the Flood Hazard Research Centre and this has been adopted by the Scottish Government and SEPA. An updated cost benefit analysis of the remaining phases of the Water of Leith Flood Prevention Scheme has been carried out using the new guidance.

Consultation

- 3.1 Scotland has been divided into 14 areas, based on the catchments of major rivers. Edinburgh is located in the Forth Estuary and the Council acts as the Lead Local Authority for this area. The Council works in collaboration with the 12 neighbouring local authorities, Scottish Water and the SEPA in developing the Plan.
- 3.2 The Plan, when finalised, will detail potential flooding from all sources, set broad objectives to mitigate flooding and recommend possible actions to reduce the risk of flooding.
- 3.3 A major engagement and consultation exercise began on 22 December 2014 and concluded on 2 June 2015. The information was made available on line at <https://frm-scotland.org.uk> and at SEPA's offices. The information was also made available at the Neighbourhood Offices and 17 libraries across the city.
- 3.4 The consultation concentrated on identifying areas at risk of flooding and also provided information on potential actions to mitigate the effects of flooding. These actions were divided into:
- Ongoing and Confirmed Actions – those actions that are underway or where funding has been confirmed eg maintenance of existing flood prevention schemes; and
- Potential Actions – actions that are being consulted on to identify which are preferred (implementation of preferred actions are dependent on lead in times and availability of funding).
- 3.5 The consultation was viewed on line 3,737 times and there were 23 respondents for the Forth Estuary Area and no comments were made in relation to the Edinburgh Area.

Prioritisation

- 3.7 The Council has been working with SEPA and other local authorities in ranking all actions and there are five actions in Edinburgh which are:
- future phases of the Water of Leith Flood Prevention Scheme;
 - Water of Leith Basin Siltation Study;
 - Niddrie Burn Study;
 - the Gogar Burn Study; and
 - surface water management plans.

- 3.8 Phase 2 of the Water of Leith Flood Prevention Scheme is not included as funding has already been identified for this work by the Council.
- 3.9 Actions have been ranked and various criteria were used to do this. The main factor is the benefits to cost ratio but other non–monetised environmental and social factors were used. The environmental factors are; sustainable flood risk management outcomes; mitigation; good practice; potential climate change impact; and multiple benefits, such as removing barriers to fish or helping to control erosion. The social factors are; social flood vulnerability; community facilities; utilities; designated environmental/cultural heritage site; community impact; and frequency of flooding.
- 3.10 The confirmed and potential actions can be found in Appendix A and an extract from the prioritisation for the Forth Estuary, which details the Edinburgh Area, can be found in Appendix B.
- 3.11 The prioritisation lists from each of the 14 areas will be combined by the Scottish Government and SEPA and will be referenced in the distribution of Flood Prevention funding.

Water of Leith Flood Prevention Scheme

- 3.12 The Water of Leith Flood Prevention Scheme was developed and approved by Council on 20 February 2003. This included the provision of flood defences at Longstone, Chesser (Gorgie), Fords Road (Gorgie), Balgreen, Murrayfield, Roseburn, Coltbridge, Belford Road, Dean Village (Damside), Stockbridge, Canonmills, Warriston, Powderhall and Bonnington with additional storage created at the reservoirs in the headwaters. This was modified in the Murrayfield area following the outcome of a Public Local Inquiry. It was elected to progress the scheme in phases and approval was given by the Transport and Environment Committee on 24 November 2011.
- 3.13 The storage has been created at the reservoirs and Phase 1 comprised defences at Stockbridge, Canonmills, Warriston, Powderhall and Bonnington.
- 3.14 The procurement of the main contract for Phase 2 of the Water of Leith Flood Prevention Scheme at Murrayfield and Roseburn is in its final stages and it is anticipated work will commence with the diversion of a major gas main in August 2015.

- 3.15 All areas at risk of flooding on the Water of Leith have benefited from the creation of additional storage at the reservoirs in the headwaters of the river. This has reduced peak flows in the river at times of flooding. In addition new development in the Longstone Area has been constructed in a sustainable manner with floor levels being above the predicted flood level. The actions listed in the consultation included completion of all of the remaining areas of the Water of Leith Flood Prevention Scheme. However, due to these improvements and in the light of new guidance on the evaluation of cost benefits for Flood Prevention Schemes it is no longer recommended to construct all that previously promoted. The revised analysis demonstrates that there are a number of the areas within the Scheme where the construction of flood defences would now no longer present a favourable cost benefit. Although there is no favourable cost benefit in providing defences at Gorgie Road this is to be taken forward, on social factors, as it includes two vulnerable properties which are Fords Road Nursing Home and the Stenhouse Child and Family Centre. The results of the analysis can be found in Appendix C. Consequently it is proposed to change the scope of the remainder of the Scheme to include Murrayfield/Roseburn (Phase2), Coltbridge, Gorgie Road and Saughton.
- 3.16 Consideration will be given to providing Property Level Protection (PLP) to properties in areas where it is no longer intended to construct permanent defences. PLP comprises of various techniques to improve resilience to individual properties such as guards to doors and air vents.

Surface Water Flooding

- 3.17 The Council has been working in partnership with Scottish Water, East Lothian and Midlothian Councils to ascertain the risk of flooding when surface water, watercourses and sewers interact and to develop a strategy to reduce the risk resulting from the interaction between sewers and other sources of flooding. An Integrated Catchment Study (ICS) is being undertaken and the results are expected in November 2015.
- 3.18 Separate surface water management plans for areas to the west of the city not covered by the study detailed above are yet to be developed.

Measures of success

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

Financial impact

- 5.1 The cost for all of the works detailed have not yet been fully developed, however the cost of actions will be scrutinised further should it be elected to progress with the work.
- 5.2 The cost of the ICS is £1,563,682 and the Council's contribution to this is £390,000. To date £265,000 has been paid and the remaining £125,000 contribution to the ICS will be met from the 2015/16 Flood Prevention Revenue Budget.
- 5.3 The cost of developing Surface Water Management Plans for the western area of the city is estimated at £20,000. This cost will be met from the 2015/16 Flood Prevention Revenue Budget and it may be necessary to engage consultants to undertake this work.
- 5.4 The Scottish Government is currently reviewing financial settlement arrangements in relation to flooding and the prioritisation will inform this process. However it should be noted that the value of the projects identified to date greatly exceeds the £252m national budget that is anticipated to be available over the next six year spending cycle.
- 5.5 The Council has incurred costs of approximately £90,000 in producing the Local Flood Risk Management Plan to date (30 June 2015). However, it should be noted that this modest cost reflects the fact that the Council has been seeking to manage flooding in a proactive manner for a number of years and much of the information required was already available from other sources. It is estimated that a further cost of £20,000 will be incurred this financial year.
- 5.6 The total estimated cost of reviewing and updating the Local Flood Risk Management Plan over the six years post-2015 is approximately £20,000.
- 5.7 These costs have been contained in the Flood Revenue Budget.

Risk, policy, compliance and governance impact

- 6.1 This approach to managing flood risk has identified possible solutions and should any major construction projects, such as future phases of the Water of Leith Flood Prevention Scheme be progressed, these will be reported separately and be subjected to Assurance Reviews by the Corporate Programme Office.
- 6.2 The Plans are a statutory requirement of the Flood Risk Management (Scotland) Act 2009. The inclusion of potential risk mitigation measures in the Plan does not commit the Council to delivering them.

Equalities impact

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

Sustainability impact

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

Engagement and Consultation

- 9.1 A major public engagement and consultation exercise began on 22 December 2014 and finished on 2 June 2015.
- 9.2 This consultation was web based and can be accessed at <https://frm-scotland.org.uk>.
- 9.3 Hard copies of the information to be presented were available at all of the Neighbourhood Offices, City Chambers, Waverley Court and at a number of libraries.

Background reading/external references

Transport and Environment Committee 17 March 2015 - Flood Risk Management - Consultation

Transport and Environment Business Bulletin – Thursday, 13 January 2015

Flood Risk Management (Scotland) Act 2009

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

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

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

Transport and Environment Committee 24 November 2011 – Water of Leith Flood Prevention Scheme – Progress Report.

Council Report – 20 February 2003 – Water of Leith Flood Prevention Scheme Progress Report

Water of Leith Flood Alleviation Scheme – Phase 3 Updated Economic Appraisal – June 2015

Public Consultation for the Forth Estuary Local Plan District 10

John Bury

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Links

Coalition pledges	P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities
Appendices	A - Confirmed and Potential Actions B - Prioritisation C - Future Phases of the Water of Leith Flood Prevention Scheme

APPENDIX A

CONFIRMED AND POTENTIAL ACTIONS

The ongoing and confirmed actions identified by the Council are:

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

The potential actions identified are:

- construction of future phases of the Water of Leith Flood Prevention Scheme at Coltbridge, Gorgie Road and Saughton;
- relocation of properties/infrastructure away from flood risk areas;
- modelling to improve knowledge of flood risk;
- construction of online and offline storage;
- modification of existing culverts and bridges;
- runoff control;
- construction of online and offline storage;
- construction of flood defences; and
- sediment management.

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

APPENDIX B

Flood Risk Management (Scotland) Act

FRM Strategies – Prioritisation of Actions

(Cycle 1 2016 -2022)



Flood Protection Works and Non-Ranked Schemes

Location	Objective	Scheme Description	PV Scheme costs - (* indicates capital / undefined)	Economic Benefits	BCR	Non-Monetised Score	Ranking (evidence based)			Ranking (local preference) Reason	Proposed delivery Cycle	Scheme Status	LA Funding identified (if Yes, which years)	Supporting Text
							Nat	LPD	LA					
City of Edinburgh Council Water of Leith	Reduce risk to community facilities and economic damages to residential and non-residential properties in Edinburgh at Murrayfield / Roseburn (phase 2) and Coltbridge, Gorgie and Saughton. Consideration will be given to provision of PLP in other areas on the water of Leith.	Areas yet to be addressed have been reviewed and it is intended to progress future phase defences at Coltbridge, Gorgie and Saughton (Cycle to be fixed) Phase 2 (Murrayfield / Roseburn) currently at Tender.	£12.8m -	PV Damages Avoided £22.9m BCR Coltbridge area 2.53 BCR Gorgie area 0.98 BCR Saughton 2.45 Risk to life has been economically evaluated and comprises around 30% of damages avoided in the Gorgie cell	1.79	9	21 of 41	4 Of 7	1 Of 1	-	C1 C1 (Phase 2)	1961 Act Scheme Flood study completed 2002. Progressed under 1961 Act and Scheme confirmed following Public Local Inquiry Notice Served April 2003 Planning Consent given to the scheme as modified by Scottish Ministers 2008 08/00606/FUL Dates yet to be set for commencement and forecast completion	No However capital costs have been incurred in developing the Scheme in previous years	The Scottish Government was undertaking a spending review when the tenders for the Water of Leith Flood Prevention Scheme were returned in 2011. It was apparent that there were insufficient funds to award the tender, accordingly the City of Edinburgh Council elected to progress the Scheme in Phases. The Scottish Government made funds available but not all future phases. Phase 1 is now complete. Tenders have been returned for Phase 2 (Roseburn / Murrayfield) and these are currently being assessed. Areas yet to be addressed have been reviewed and it is intended to progress future phases at Coltbridge, Gorgie and Saughton and this is subject to funds being made available. Funding is yet to be identified for a third phase.

All Studies

Location	Objective	Next Step	Estimated Study Cost	Economic Benefits	PVD Damages	Mon-Monetised Score	Ranking (evidence based)			Ranking (local preference)	Reason	Proposed delivery cycle
							National	LPD	LA			
City of Edinburgh Edinburgh: Niddrie Burn PVA (10/20)	Reduce economic damages to residential and non-residential properties and risk to people in Edinburgh/ Burdiehouse caused by flooding from the Niddrie Burn. Objective ID: 10071.	A Flood Protection Study should assess Flood Storage, Modification of Conveyance, Installation / modification of fluvial control structures, Direct flood Defences and Sediment Management. The assessment should also consider these actions in combination and the impacts on flood risk upstream and downstream of each action. This study should aim to improve gauging on the Niddrie/Burdiehouse Burn catchment. Local Authority and SEPA to determine the best way forward.	£30k to £100k	178 residential properties and 19 non-residential properties at risk in a 200 year event with a PVD (damages avoided) of £6.8M. 1 community facility (hospital) currently at risk of flooding.	£6,800,000	7	57 of 168	8 of 27	1 of 3	2	-	C1
City of Edinburgh Edinburgh: Water of Leith PVA (10/17)	Reduce economic damages to residential and non-residential properties in Port of Leith / Granton area caused by coastal flooding. Objective ID: 10095.	To undertake a study of the siltation in the Water of Leith basin in conjunction with the operation of the docks.	45000	12 residential properties and 6 non-residential properties at risk in a 200 year event with a PVD (damages avoided) of £2.8M	£2,758,102	5	104 of 168	18 of 27	2 of 3	1	-	C1
City of Edinburgh Edinburgh: Gogar Burn PVA (10/27)	Reduce risk to community facilities caused by river flooding. Objective ID: 10090.	A Flood Protection Study should assess Direct flood Defences and Sediment Management. The assessment should also consider these actions in combination and the impacts on flood risk upstream and downstream of each action. This study should also aim to improve the accuracy of the flood mapping in the Gyle/ Gogar Burn area.	£30k to £100k	1 community facility (airport fire station) at risk in a 200 year event.	£160,782	1	166 of 168	27 of 27	3 of 3	3	Shifted to C2 following review after NPWG2	C2

APPENDIX C

FUTURE PHASES OF THE WATER OF LEITH FLOOD PREVENTION SCHEME

The Water of Leith Flood Prevention Scheme was confirmed by the Scottish Government in 2007. The confirmed scheme was to provide a standard of protection equivalent to a 1 in 200 year return period, with an allowance for climate change. The scheme comprised the creation of storage in the reservoirs at the headwaters of the river and the construction of linear defences. The creation of the storage upstream greatly reduced the likelihood of flooding for all areas downstream.

The Council was asked to update the Benefit to Cost Ratio for future phases of the Water of Leith Flood Prevention Scheme using updated guidance. In addition SEPA has asked that the analysis be undertaken to reflect the remaining areas to be constructed only. Accordingly cognisance can no longer be taken of the benefits arising from the creation of flood storage at the reservoirs in calculating benefit to cost ratios.

It is the updated guidance produced by the Flood Hazard Research Centre on assessing the benefits of flood management that has been utilised in calculating the benefit to cost ratios. This guidance is referenced in prioritisation of schemes by the Scottish Government and SEPA.

The results of the Benefits to Cost Ratio Analysis for the areas of the scheme yet to be constructed have been recalculated and are as follows:

- Damside 0.27
- Coltbridge 2.53
- Balgreen 0.01
- Gorgie Road 0.98
- Saughton 2.45
- Longstone 0.00
- Murrayburn 0.07

It should also be noted that the risk of flooding was recognised in the Longstone area and cognisance of this was taken in agreeing proposals with developers in this area. Accordingly the number of properties at risk of flooding in this area has been greatly reduced.

Although the ratio for the Gorgie Road area is below one it is recognised that there are vulnerable people affected here and it is proposed to construct defences in this area

Transport and Environment Committee

10:00am, Tuesday, 25 August 2015

Cleanliness of the City

Item number	7.6
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 June 2015 is 74 with 95% of streets clean. Fourteen out of 17 Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Eight of those Wards achieved 72, or above, meeting the Council's high standard for cleanliness. Eleven Wards achieved a percentage clean result of 95% or above and out of those seven achieved a 100% clean result. A total of 422 transects were surveyed during this assessment.

This 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.

This report also provides information on citywide cleanliness initiatives such as the roll-out of the Council's new trade waste policy, the expansion of the Waste Action Grant to include litter related projects and other litter campaigns taking place within the city.

Following a request at the Transport and Environment Committee on 2 June the report now also provides information on dog fouling statistics and initiatives across the city.

Links

Coalition pledges	P44
Council outcomes	CO7 , CO17 , CO19 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Cleanliness of the City

Recommendations

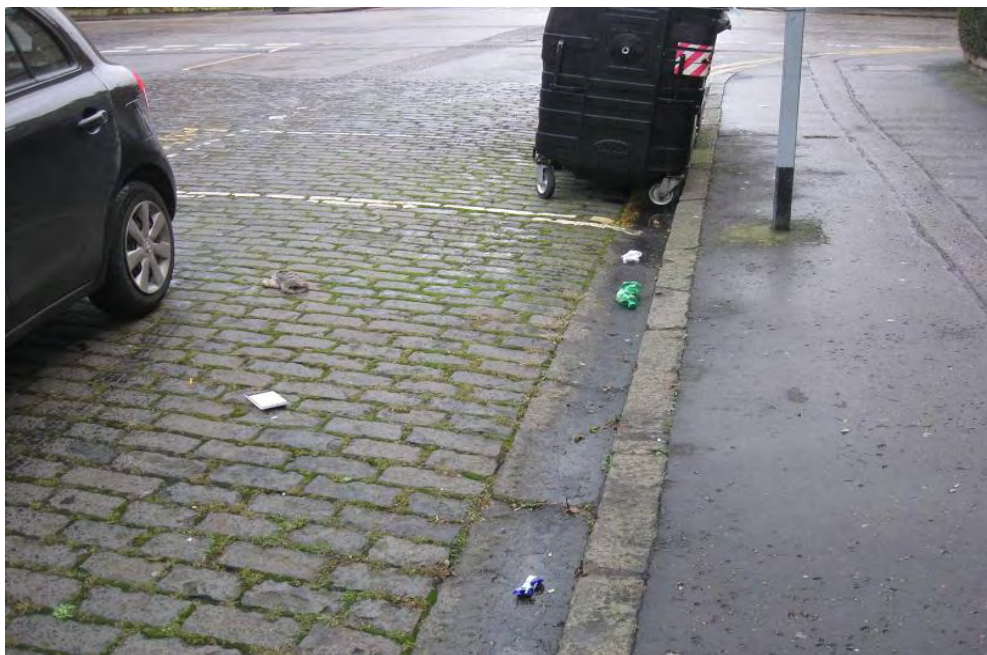
- 1.1 It is recommended that the Transport and Environment Committee notes the content of this report.

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 consist 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 a minimum of 5% 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.
- 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 June 2015, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness. Both performance targets were met during this survey. 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 94 (22%) Grade A streets observed within the June 2015 assessment.



Grade B These areas are clean apart from a few small items of litter. There were 308 (73%) Grade B streets observed within the June 2015 assessment.



Grade C These areas show accumulations of litter at back lines, kerbs and in between parked cars. There were 16 Grade (4%) C streets observed within the June 2015 assessment.



Grade D Streets are visibly and obviously heavily littered, with significant litter and refuse items. There were 4 (1%) Grade D assessments observed in the June 2015 assessment.

- 2.5 The Confirm on Demand asset and works order management system 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. 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 Dog fouling is assessed using a variety of performance indicators. These indicators include the number and distribution of dog fouling complaints received, the number of Fixed Penalty Notices (FPNs) issued for dog fouling, the percentage of CIMS transects containing dog fouling and the annual Edinburgh Peoples survey results.
- 2.7 A Parks Quality Score is produced annually for each of Edinburgh's parks using the Green Flag judging criteria. 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.

Main report

Confirm on Demand data

- 3.1 The enquiries from the public logged onto the Confirm on Demand system in June 2015 are summarised in Tables 1 and 2.

Neighbourhood	Number of enquiries received	Percentage of enquiries dealt within agreed timescale	CEC Target
City Centre & Leith	658	64%	85%
East	179	86%	
North	226	67%	
South	196	97%	
South West	365	95%	
West	161	82%	
Total	1785	75%	

Table 1: Number of enquires logged in each Neighbourhood in June 2015 and the percentage dealt with in agreed timescale.

- 3.2 Three neighbourhoods (East, South and South West) achieved the target of 85% for dealing with enquiries within the given timescales. Citywide the target was not met with only 75% of enquiries being dealt within the given timescales.
- 3.3 The largest number of requests received were for litter (532 requests) and dumping/fly-tipping (477 requests).

Enquiry type	Number of enquiries received
Litter	532
Dumping/fly-tipping	477
Street cleaning request	197
Dog fouling	135
Weeds	76
Bin full	74
Graffiti (non-offensive)	57
Bin repair required	57
Dead animal	42
Broken glass	38
Needles	23
Spillage of fluids	22
Graffiti (offensive)	17
New bin request	17
Bin unsafe	7
Leaves	9
Bonfire Clearance Request	3
Public conveniences	3
Beach Cleaning Request	2
Total	1785

Table 2: Enquiries received by the public in June 2015

- 3.4 The Confirm data can be used to produce heat maps to illustrate spatially where there are hotspots for particular enquiry types. As an example, Figures 1 and 2 show the heat maps for litter and fly-tipping respectively over the period April 2014 – March 2015. This spatial data will support analysis of what is causing the issues, and allow a targeted approach to be taken to managing resources and running future projects/campaigns.

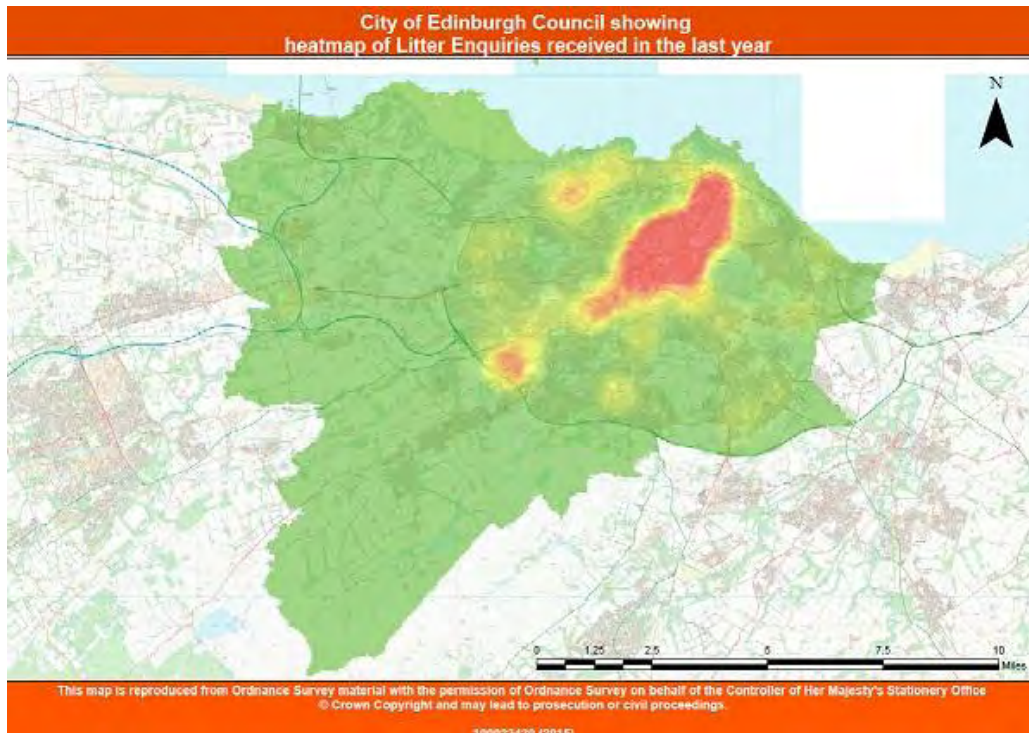


Figure 1: Litter enquiries logged April 2014 – March 2015

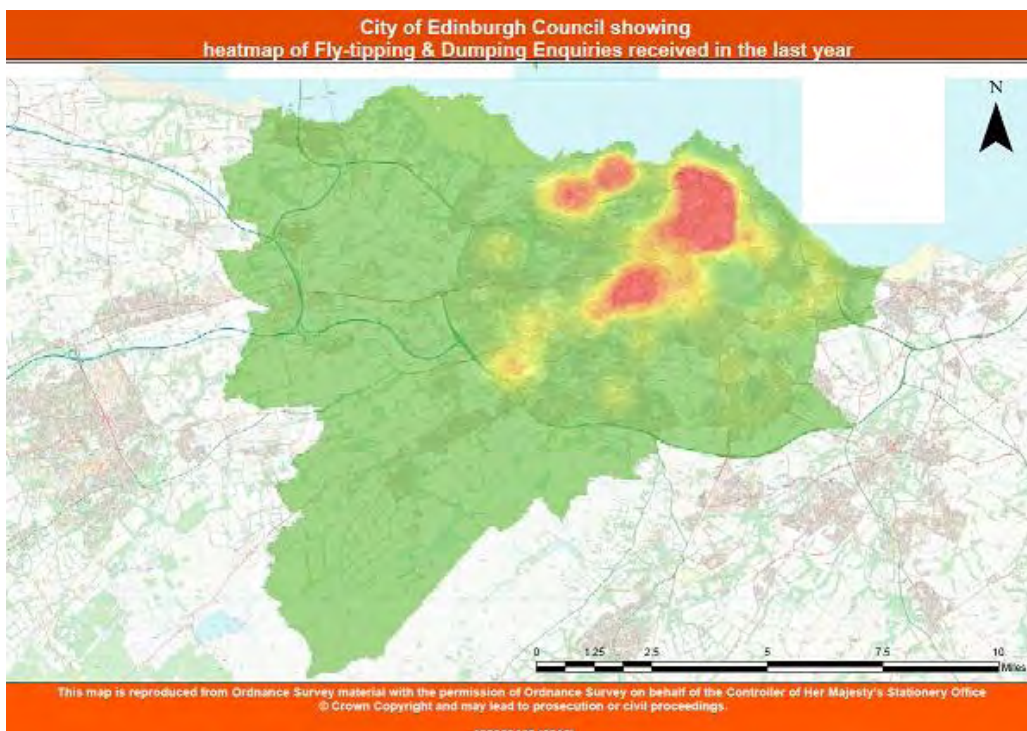


Figure 2: Fly-tipping enquiries April 2014 – March 2015

- 3.5 Figure 3 gives the distribution of needle enquiries in the city centre over the period April 2014 – March 2015. At this scale, areas with specific problems can be identified to provide Neighbourhood teams with information to enable resources to be targeted appropriately.

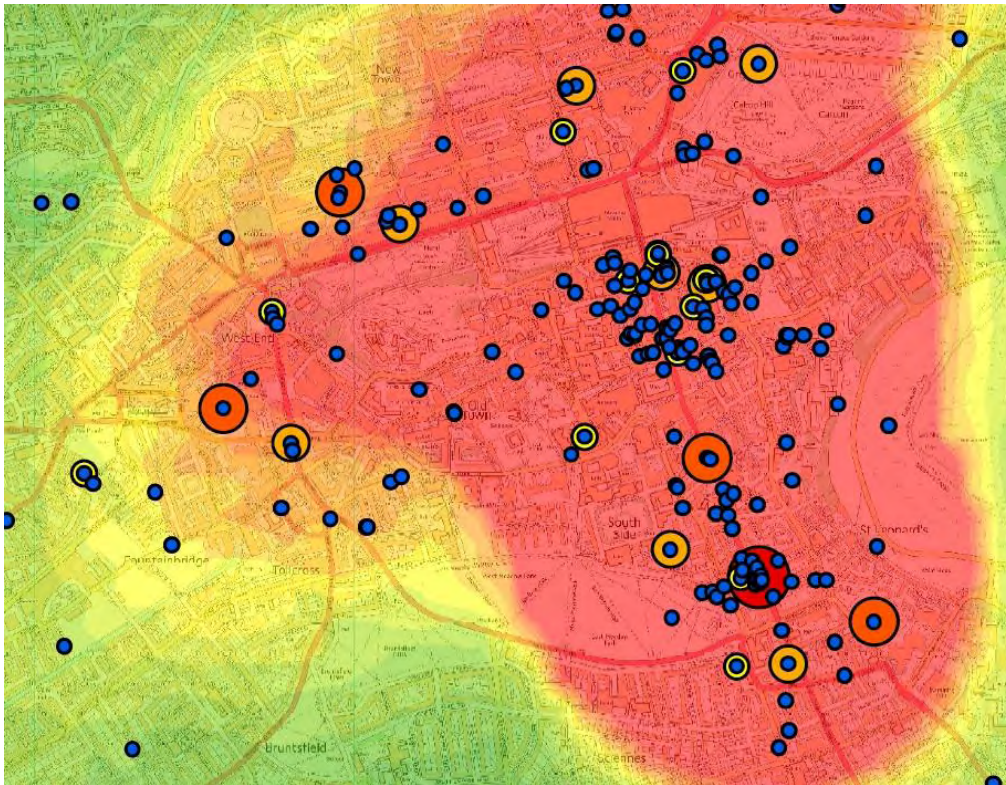


Figure 3: Needle enquiries April 2014 – March 2015 (blue = single needle, yellow = 2-3 needles, orange = 4-6 needles and red =7-12 needles)

LEAMS Results 2014/2015

- 3.6 The LEAMS results for 2014/2015, using the new methodology surveys described earlier, show the percentage of acceptable standard of street cleanliness at 88.7% with a cleanliness index result of 72. A total of 1407 transects were surveyed.
- 3.7 The cleanliness index result is slightly up from the score of 71 in the previous year (2013/14), which means more Grade A streets were recorded. However, the percentage of acceptable standard of street cleanliness is slightly down from the 90% clean in 2014/2015. KSB have indicated this is likely a result of the new methodology which means both now both sides of a street need B (or above) to get the acceptable grade.
- 3.8 This information will be published automatically in the National Cleanliness Report (due to be released by Keep Scotland Beautiful before the end of 2015) and the Local Government Benchmarking Overview Report (due to be released early 2016 by the Improvement Service).

CIMS survey results

- 3.9 The results of the June 2015 CIMS survey are summarised in Table 3 below.

Neighbourhood	% streets clean	CIMS score	KSB Acceptable Target	CEC Target CIMS Score	CEC Target % Clean
City Centre & Leith	87%	63	67	72	95%
East	98%	70			
North	92%	70			
South	99%	79			
South West	98%	75			
West	99%	84			
City wide	95%	74			

Table 3: Summary of June 2015 CIMS street cleanliness results

- 3.10 Eleven Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Eight of those Wards achieved 72, or above, meeting the Council's standard for cleanliness. The source of 76% of the litter noted within the survey was pedestrian related.
- 3.11 The highest percentage of litter noted within the survey was smoking related litter. This was noted in 62% of the streets surveyed.
- 3.12 Domestic related litter was noted in 3% of all 422 transects surveyed, however, in Ward 12 domestic related litter was noted in 18% of the transects surveyed. One 'D' grade was noted in Ward 12 which was a result of a full communal container where spillage had created a litter issue. Arrangements are underway to identify specific locations where side waste around communal containers is an issue. Waste Services, Task Force, and Community Engagement teams will meet to discuss how the issues with side waste can be tackled.

City Centre and Leith Neighbourhood

Ward	% Streets Clean	CIMS Score
11	87%	63
12	82%	62
13	91%	63
Overall	87%	63

East Neighbourhood

Ward	% Streets Clean	CIMS Score
14	100%	74
17	96%	67
Overall	98%	70

North Neighbourhood

Ward	% Streets Clean	CIMS Score
4	90%	68
5	94%	71
Overall	92%	70

South Neighbourhood

Ward	% Streets Clean	CIMS Score
10	100%	89
15	100%	83
16	97%	71
Overall	99%	79

South West Neighbourhood

Ward	% Streets Clean	CIMS Score
2	100%	80
7	96%	69
8	100%	78
9	93%	69
Overall	98%	75

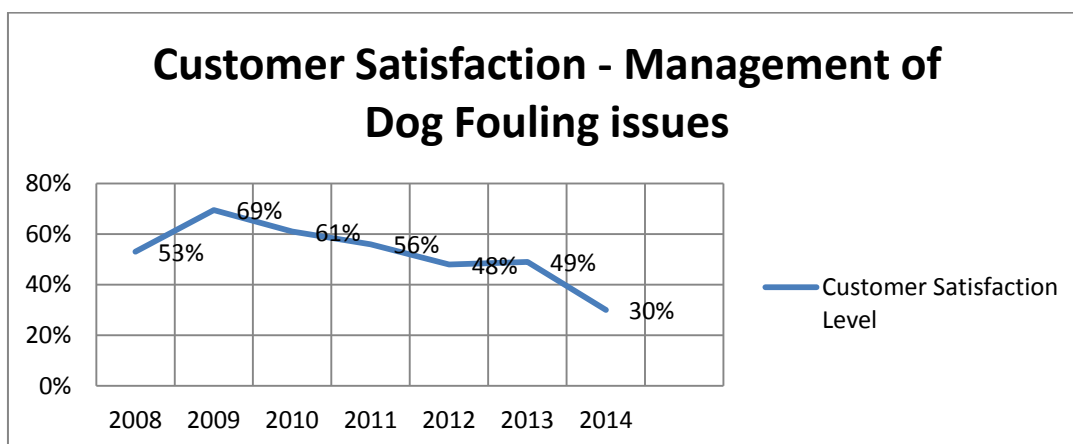
West Neighbourhood

Ward	% Streets Clean	CIMS Score
1	100%	90
3	94%	71
6	100%	84
Overall	99%	84

Dog fouling

Edinburgh Peoples Survey Results

- 3.13 The 2014 Edinburgh Peoples survey recorded a satisfaction score of just 30% for the way the Council manages dog fouling issues. It also recorded “Tackle Dog Fouling” as the 6th highest priority for improving the quality of life in Edinburgh. This is despite decreasing dog fouling complaints and increasing CIMS scores citywide.



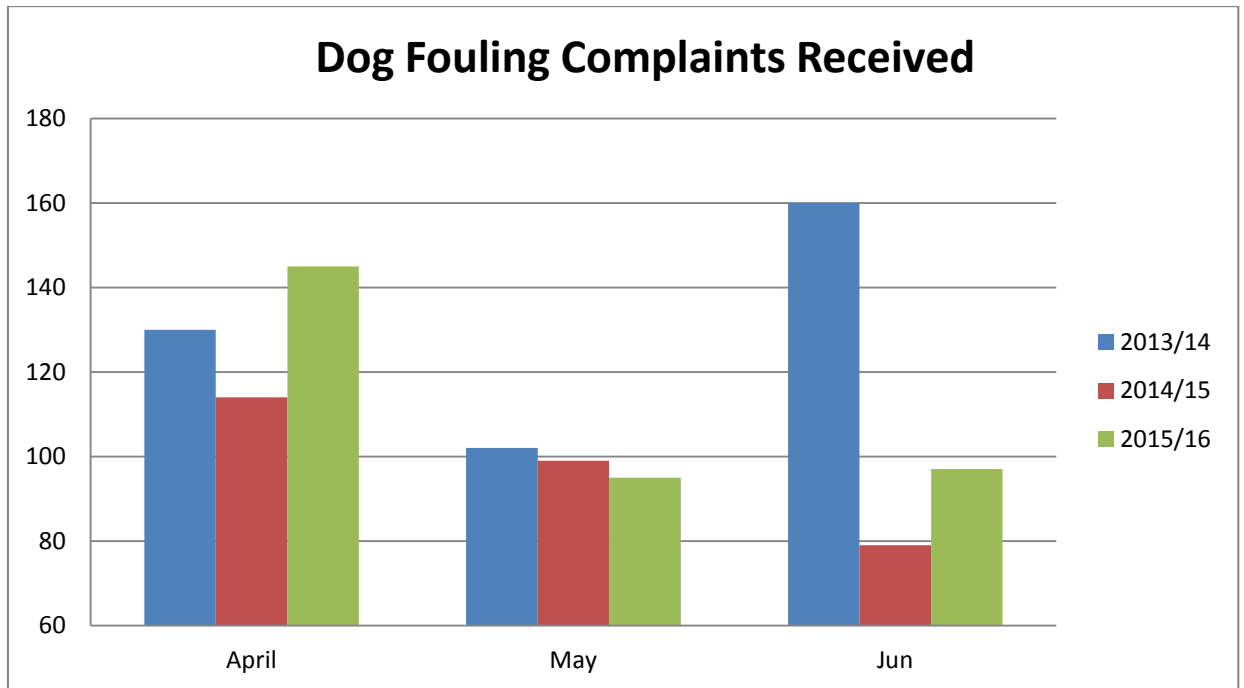
Graph 1: Customer satisfaction

- 3.14 In response to the drop in the satisfaction above, and following the decision at the Transport and Environment Committee on 2 June 2015, the Council is implementing a range of measures to improve the perception and reduce the level of dog fouling in Edinburgh. These measures are outlined below, alongside the latest performance information reported to provide context.

Dog Fouling Complaints received

- 3.15 Over the period of the 1 April to 30 June 2015, there were a total of 337 dog fouling complaints received by the Environmental Wardens. This figure represents an increase of 45 complaints, or 15%, over the same period last year,

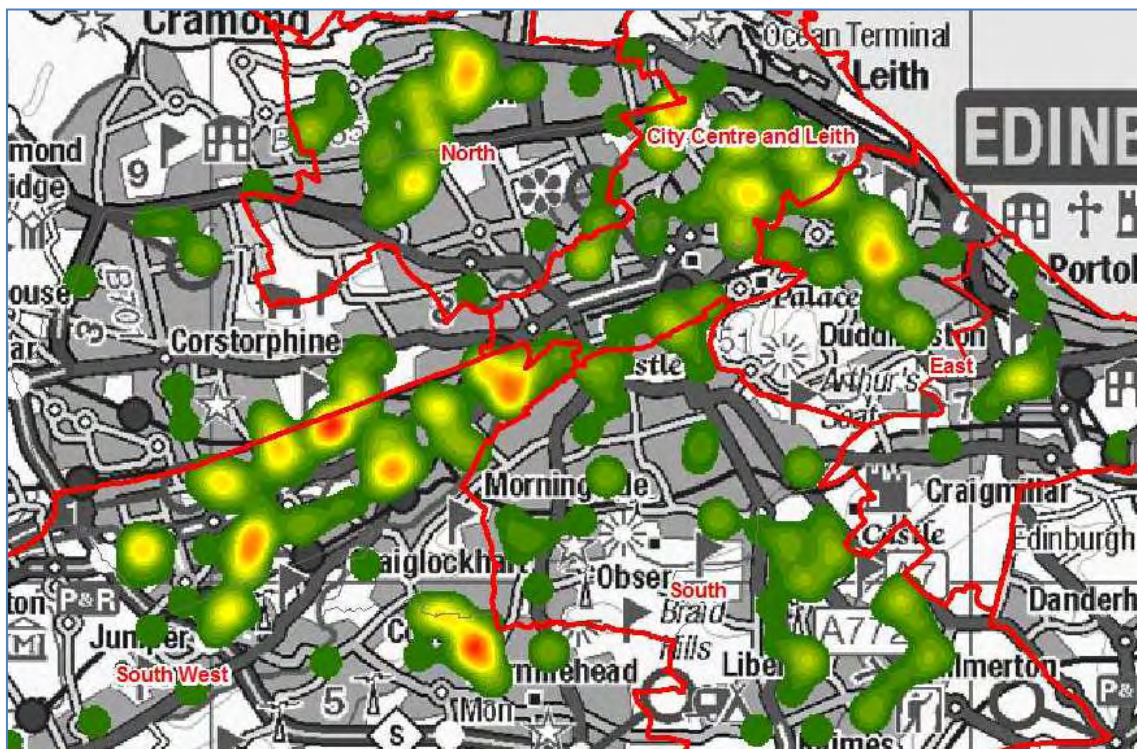
although it is still significantly below the 2013/14 figure of 392 complaints received during the same period.



Graph 2 – Dog Fouling complaints received

- 3.16 The increase can be linked in part to the increased publicity around dog fouling, following the reporting of the Edinburgh Peoples Survey results and the report to the Transport and Environment Committee, detailing the Council's refocused approach to tackling this issue, on 2 June 2015.

- 3.17 The following hotspot analysis of dog fouling complaints identifies where there have been a high number of complaints and allows resources to be allocated to these areas.



Map 1 Hotspot Analysis of Dog Fouling Complaints

- 3.18 Hotspot analysis is a new tool being used to tackle dog fouling. Not only will it allow the Council to specifically establish the hotspot areas to be targeted for attention, but future analysis and comparison may show the impact of any measures taken, including any associated displacement of problems due to local initiatives or enforcement. The identified hotspots will be targeted for enforcement action and patrols, but will also be targeted for the use of supporting measures such as local publicity and educational measures, including dog fouling stencils, posters etc.
- 3.19 The development of the hotspot analysis tools is ongoing, with more data allowing deeper analysis, which will be reported in future. Future improvements aim to include time bands of offences, incorporation of Fixed Penalty Notice (FPN) locations and any other relevant information which can be used to tackle dog fouling.

Dog Fouling Fixed Penalty Notices

- 3.20 During the reporting period of 1 April to 30 June 2015, 17 FPNs were issued across all six neighbourhood areas. This compares to 84 issued in the same period in 2013, and 23 issued in 2014. It should be noted these figures are prior to the implementation of the new framework described below, from which there

is an anticipated increase in fixed penalty notices issued in relation to dog fouling.

Dog Fouling Framework

3.21 A new framework for tackling dog fouling in Edinburgh has been developed and was presented to this committee on 2 June 2015. The framework proposes a number of specific activities to be explored which will see a refocusing of the Council's approach to dog fouling. The identified actions include:

- Extending the use of dog fouling stencils on pavements and in parks, to highlight particular areas of concern which have attracted multiple complaints, or where a FPN for dog fouling has been issued.
- Introducing a new refocused patrol matrix, targeting offenders using information provided by local residents to spread dog fouling patrols between 7am and 7pm, and ensuring patrols are occurring when residents are reporting dog fouling offences.
- Prioritising dog fouling for the scheduled weekend working of Environmental Wardens.
- Researching other approaches to dog fouling both in Scotland and abroad, looking to identify best practice and new ways of reducing dog fouling in Edinburgh.
- The establishment of a Environmental Warden Working Group, tasked with researching the use of low visibility and plain clothes patrols within the Environmental Wardens' service while fully complying with the relevant legislation.
- Working with community resources to encourage responsible dog ownership, including adopting a zero tolerance approach to dog fouling.

3.22 To support the framework a Dog Fouling Action Plan is being developed and progress updates will be included within this report in future.

Dog Fouling Communications Strategy

3.23 The Action Plan will be accompanied by a new Communications Strategy to ensure that the public is aware of the Council's refocused approach to dog fouling. The new strategy is still in development but includes;

- The use of social media to highlight neighbourhood activities to tackle dog fouling, and promoting the use of the Council's 'Report It' facility to encourage the public to report dog fouling concerns.
- The development of a range of new publicity materials.
- The use of plasma screens in local offices to display the latest local dog fouling performance information.

- A pilot involving the Friends of Burdiehouse, which involves the development of locally designed pavement stencils.

CIPs and Neighbourhood Dog Fouling Initiatives

- 3.24 The new citywide Community Improvement Partnerships (CIPs) reports, compiled by the Community Protection Support Unit Analysts, will feature neighbourhood specific information on dog fouling including local initiatives, hotspot analysis, and pilot schemes designed to tackle dog fouling in local communities. These reports will form part of the next Cleanliness of the City report of 27 October 2015, covering the next quarter period of 1 July 2015 to 30 September 2015.

Park Quality Assessments

- 3.25 The Parks Quality Assessments for 2015 were completed by the end of July. The results are currently being compiled and data relating to litter and dog fouling will be presented in the next report.

Local Action and initiatives

- 3.26 Local initiatives to combat litter and maintain street and open space cleanliness are ongoing in all six Neighbourhoods:
- 3.27 **City Centre and Leith Neighbourhood:** The Environmental Wardens have been working on the roll-out of the new trade waste policy (described later in the report) to ensure businesses are complying with the new timed window collections. Using information from Essential Edinburgh they have been focussing on engaging with businesses that have been identified as having issues with the new policy.
- 3.28 The team continue to use data from the Confirm on Demand system to target action across the Neighbourhood to ensure the most effective use of resources, both in terms of cleansing and enforcement. The Night Time Wardens have also been working with the Task Force Night Service to identify problem areas and deal with specific issues raised.
- 3.29 Through the summer festivals additional agency staff were employed to support the city centre street cleansing operations. These staff were allocated barrow beat routes in the areas with the highest footfall.
- 3.30 **East Neighbourhood:** This summer Portobello Beach retained its Scottish Seaside Award. The award scheme is run by Keep Scotland Beautiful and recognises the efforts of communities, volunteers, partner agencies and Council staff who work hard to maintain high standards on Scottish beaches. The Neighbourhood team has been working hard to maintain these standards throughout the summer season. A range of community groups have organised clean-ups in the area throughout the spring and summer, including Brighton and

Rosefield Residents Associations Annual Spring Cleaning Event, Figgate Park Clean-up, Barefoot Wine Rescue Beach Clean-up, Abbeyhill Primary School Clean-up and Highland Fling Nursery School Clean up in Brighton Park.

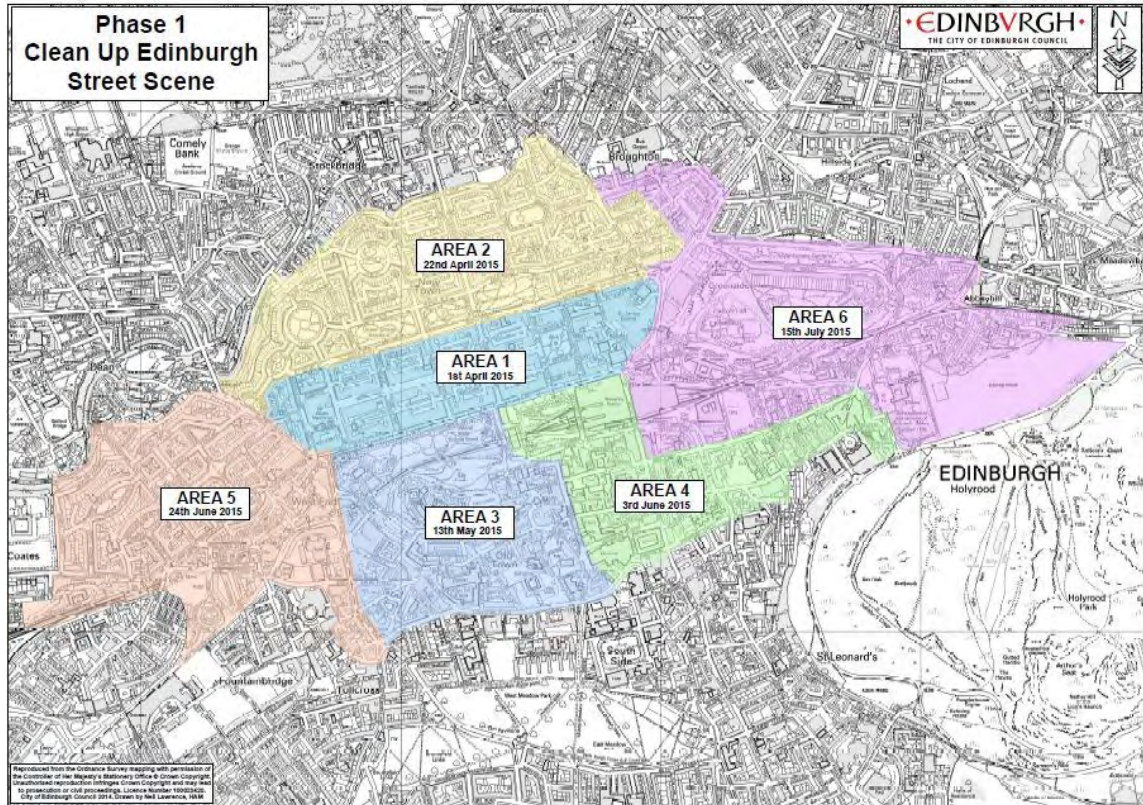
- 3.31 The East Environmental Wardens and Task Force Team are using the Confirm data to identify trends and hot spot locations in relation to dog fouling to enable resources to be better targeted and increase patrols in the most appropriate areas. 'No Dog Fouling' stencils and lamppost labels are also be used to discourage offenders. When replying to street cleaning requests/complaints from customers the team are taking the opportunity to seek further information on dog fouling. For example time of day and dog breed are recorded. The aim is not to increase the number of complaints received but to aid the Environmental Wardens' ability to combat environmental crimes.
- 3.32 **North Neighbourhood:** The Environmental Wardens have undertaken a number of initiatives in the neighbourhood to tackle litter and dog fouling. Around Crewe Road North and the surrounding area, Wardens acted on an increased number of complaints by increasing patrols and concentrating their efforts there for three days in the area. The Wardens issued two fixed penalty notices for dog fouling and three to people dropping litter. Following complaints about the control of dogs within Inverleith Park the wardens worked with Police Scotland officers in a pilot to focus of dog fouling, professional dog walkers and irresponsible dog owners. There have also been joint patrols with the Police around Broughton High School to highlight school littering issues and provide education to young people about the consequences of littering.
- 3.33 There have also been three community clean ups in the area. One in a communal area in West Pilton Park following an approach by two residents concerned about the amount of fly-tipping and rubbish in the area. In total around two tonnes of rubbish was removed. West Granton and West Pilton Community Council requested support for a clean-up of Ferry Road Drive and the Oriental Garden resulting in members of the Community Council, Tenants and Residents in Muirhouse (TRIM) and local neighbours removing approximately four tonnes of rubbish. The teams also assisted with the clean-up of private land in West Pilton Green where landlords approached Total Craigroyston for help. Landlords made posters and approached local neighbours for assistance with the clean up.
- 3.34 **South Neighbourhood:** The introduction of pedestrian barrow routes continues to provide added value to the cleanliness of the South area wards. Of the twelve 'A' scores in Ward 10 and eight 'A' scores in Ward 15, collectively six are associated with streets cleansed by the barrow operatives with fourteen associated with the mechanical and mobile teams. Recently, a further route covering Morningside (Southern End) has been added to the 7 barrow beat routes already in place and there is an expectation that standards will be maintained in this area of the ward as a result. This will allow mobile crews to undertake more work and enhance the cleansing of Ward 16.

- 3.35 At the end of spring/early summer an Initiative week was undertaken in the Dumbiedykes Area, led by the Neighbourhood Community Safety team. This involved joint service teams and community volunteers undertaking a cleanup of all debris and uplifting bulky household items throughout the estate. A further similar Initiative was undertaken in the Nicolson Square/Southside area in June where joint teams tackled a number of issues both relating to cleaning and also activities carried out by the Community Safety teams. In early May a clean-up led by volunteers took place in Burdiehouse Burn Valley Park. This was a follow on to the previous clean-up by volunteers and staff carried out in April.
- 3.36 **South West Neighbourhood:** The neighbourhood team has supported nine community clean up events over the period at Buckstone Circle, Slateford, Oxgangs Centre, Dean Park primary School, Ratho, Fairmilehead Park, Craiglockhart Primary, Canal Tow Path and Edinburgh College. Groups ranging from businesses to school children have participated. The Neighbourhoods Park Rangers also supported several environmental projects including:
- Princes Trust students & Broomhouse Primary pupils at Sighthill Park where they carried out woodland thinning and litter picking.
 - Tyncastle pupils at Saughton Park carried out litter picking.
 - Church volunteers carried out litter picking and tree work at Hailes Quarry Park and Kingsknowe.
 - The Friends of Muir Wood Park carried out a clean-up of the park.
 - Assistance with annual Oxgangs Gala by running community clean-ups before and after the event.
- 3.37 The Task Force have continued to work closely with Environmental Warden colleagues on dog fouling issues and problematic trade waste presentation in Gorgie and Dalry. Work is on-going with business engagement to facilitate best practise for waste disposal.
- 3.38 **West Neighbourhood:** The West's Environmental Warden team has delivered a number of projects in the area dealing with the issues of dog fouling and dumped waste in higher density housing areas of Drum Brae and Clermiston. Local operations, including the provision of amnesty cages, have been delivered with a number of partners including the Scottish Fire and Rescue Service encouraging residents to clear communal access areas and reduce the likelihood of fires in common stairs. The Warden team has also been working with the Drumbrae Community Council to set up a Green Dog Walkers Scheme which was launched at the Drumbrae Gala Day.
- 3.39 A number of partners and staff from the West neighbourhood team have also supported recent successful community clean-ups in Clermiston Housing and Park areas with local residents and members on the Drum Brae and Clermiston Community Council.
- 3.40 Operationally, plans have remained focused to deliver scheduled cleaning in line with local knowledge and ensure that reactive customer commitments are delivered by the required target times.

City wide initiatives

City wide implementation of Trade Waste Strategy

- 3.41 The roll-out of the new trade waste project commenced on 1 April 2015 and is currently progressing on schedule. Map 1 provides the areas targeted as part of Phase 1 which is due to be completed by the end of August 2015.



Map 1. Roll-out of new trade waste policy Phase 1

- 3.42 Unauthorised trade waste bins within Phase 1 have been removed. Out of the 809 trade waste containers identified in areas 1 and 2 at the start of the roll-out, only 16% (130) had to be removed as part of the project. This is a result of the hard work undertaken by the trade waste companies to contact their customers, remove their bins and ensure the new policy is being followed.
- 3.43 Photos 1 and 2 illustrate the impact that can already be observed in Area One.



Photo 1: West Register Street



Photo 2: Thistle Street South Lane

Local and national litter campaigns

- 3.44 Following the Zero Waste Scotland funded fly-tipping project run by the Council in February and March 2015 a larger communications campaign was rolled out over the summer. The best practise guide developed by the Council and Zero Waste Scotland was used and the aim of this campaign was to educate residents that dumping items is illegal and to reduce the amount of fly-tipping in the city.
- 3.45 The Council's Open Space Strategy Team met with Zero Waste Scotland (ZWS) early summer to discuss its campaigns for 2015 and establish how the Council may be able to link in with these. There are opportunities for involvement in national initiatives for monitoring litter and the exploration of 'nudge/ budge' techniques at a local level and project proposals will be developed with ZWS.
- 3.46 As part of the Council's challenge shift project, campaign materials were used to promote the on-line forms, including one for litter. The impact of this on enquiries received will be monitored through Confirm.
- 3.47 The Council's Waste Action Grant now covers litter projects and community groups have been encouraged to apply for funding to run preventative litter campaigns/initiatives.

Community Clean Ups

- 3.48 In Edinburgh a total of 60 community clean up events, which have been registered with KSB, have been undertaken this year (as at 16 June 2015). Over 3500 volunteers have taken part in a variety of clean ups throughout the city. Task Force teams continue to provide support for these events by providing litter pickers, bags and uplifting litter and waste collected after the event. Volunteers are also provided with advice and guidance on organising an event.

Roll out of Edinburgh's new recycling service

- 3.49 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 fourth phase in June 2015, which means 100,000 households now receive the new service. Bin presentation in the new recycling service is averaging 77%. 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.

Eco schools

- 3.50 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.
- 3.51 There are currently 146 Edinburgh Local Authority establishments registered as Eco Schools in Edinburgh. Of these, 94% 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.

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

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO17 - Clean – Edinburgh’s streets and open spaces are free from litter and graffiti. CO19 - Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards. CO25 - The Council has efficient and effective services that

	deliver on objectives.
	CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
	CO27 - The Council supports, invests and develops our people.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	N/A

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Public Utility Company Performance 2014/15

Item number	7.7
Report number	
Executive	
Wards	All

Executive summary

This report summarises the performance of Public Utility Companies (PUs) during the period April 2014 to March 2015 (Quarters 1 to 4), for the 2014/15 financial year.

It summarises and compares the four quarters of the year and shows trend information from previous years.

The report comments on the performance and progress of the Roadwork Support Team (RST) including the additional Inspectors, employed on a temporary basis, to allow the Council to inspect 100% of PU reinstatements.

The report also details the proposals for managing PU performance in 2015/16.

Coalition pledges	P28 and P33
Council outcomes	CO19 and CO26
Single Outcome Agreement	SO4

Public Utility Company Performance 2014/15

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- i) notes the report and performance information shown in Appendix A, including the arrangements for securing an improved level of performance from all Public Utilities, and
 - ii) agrees to the Convener of the Committee writing to each of the Public Utilities Directorate, that have, as yet, to agree to sign up to the Edinburgh Road Works Ahead Agreement and ask them to give further consideration to adopting the agreement.

Background

- 2.1 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, gives statutory undertakers or Public Utilities (companies and private utility providers) responsibility for signing, lighting and guarding road works. The legislation also requires the road to be reinstated to prescribed standards upon completion of works.
- 2.2 The Transport and Environment Committee, at its meeting on 15 January 2013, agreed to receive quarterly Public Utility (PU) Performance Reports and instructed the Head of Transport to enhance the scrutiny and monitoring of all road works. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived Edinburgh Road Works Ahead Agreement (ERWAA).
- 2.3 This report provides an update on developments that have occurred during the year April 2014 to March 2015.

Main report

Performance

- 3.1 The performance of each PU is monitored daily by the Roadworks Support Team (RST), with reports compiled on a monthly and quarterly basis. The result of this monitoring is discussed at bi-monthly liaison meetings held with each PU, on a one to one basis.

- 3.2 Where a PU fails to meet the specified performance standards, as defined in the appropriate Code of Practice, the following staged procedure should be used:
- The Roadworks Authority issues a Notice of Failure to Achieve Performance (NFAP) and is seen as the first stage of action in improving performance.
 - The undertaker responds with an Improvement Plan – Stage 1.
- 3.3 In the event that the PU does not achieve the required level of improvement, then:
- the roadworks authority issues an Improvement Notice (IN); and
 - the PU responds with an Improvement Plan – Stage 2.
- 3.4 Within five days of receiving the NFAP, the PU must verify and analyse the defect data (gathered from inspections, performance information), to establish appropriate improvement objectives. It should then prepare an outline Improvement Plan designed to achieve the objectives and forward this to the roadworks authority.
- 3.5 Following implementation of the Improvement Plan, if it becomes clear after three months that no practical improvement is being achieved, other measures may need to be considered such as:
- escalation of the Improvement Plan monitoring to achieve a step change in performance;
 - involvement of a more senior level of management within both the PU and the Roads Authority;
 - following an appropriate grievance and dispute process, civil and/or criminal remedies; and
 - a report, containing any relevant evidence of the undertaker's failure to comply with its duties under the Act, may be submitted to the Office of the Scottish Road Works Commissioner for information.
- 3.6 Where improvements are not achieved, an Improvement Notice/Stage 2 Improvement Plan shall be triggered. The minimum period of a plan is 12 weeks.

Inspections

- 3.7 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, makes PUs wholly responsible for the management of their road works. Councils, as Roads Authorities, are responsible for monitoring the performance of the PUs and are empowered to charge them for a number of sample inspections carried out to monitor the performance. The sample size that is currently chargeable is 30% of the total annual number of reinstatements. Other inspections, carried out routinely by the Roads Authority, or in response to reports from the police or members of the public, may also be carried out. The cost of these inspections falls to the Council unless a defect is found.
- 3.8 The two areas that are inspected and monitored closely are PU reinstatements and PU defective apparatus (manholes, toby covers, valve and inspection/access covers).
- 3.9 Target inspections are the other inspections carried out, excluding Sample Inspections. They involve the Council investigating all other reinstatements, new reinstatements or those still within their two year guarantee period.
- 3.10 The total number of all inspections carried out in 2014/15 was 18,104, as shown in Graph 3.10A. The numbers carried out in each month of 2014/15 is shown in Graph 3.10B. The number of inspections carried out in 2014/15 has decreased from the number carried out in 2013/14 as a result of the staff turnover within the inspection team. Following a recruitment exercise three new Inspectors were in post by April 2015.
- 3.11 The average failure rate for reinstatements inspected was 13%, against a target of 10% as shown in Table 3.11. This is a 0.2% increase in the failure rate of 12.8% at the end of 2013/14.

Sample Inspections

- 3.12 The total number of sample inspections carried out in 2014/15 was 1,738. The breakdown between each inspection type is shown in Table 3.12.
- 3.13 The percentage pass rate for each PU at the end of 2014/15, and over the past five years, is shown in Table 3.13 and Graph 3.13. The target pass rate for all PUs is 90%.

Target Inspections

- 3.14 The cumulative number of target inspections carried out in 2014/15, was 5,590. The breakdown between each inspection type is shown in Table 3.12.
- 3.15 The number of inspections carried out last year shows a 32.8% reduction, from the number carried out in the previous year. When compared with 2013/14, the decrease in the number of inspections did not affect the number of reinstatement failures identified. There was an increase of 0.2% in identified reinstatement failures.

Utility Defective Apparatus

- 3.16 The total number of outstanding defective apparatus at the end of 2014/15 was 673. A breakdown for each PU is shown in Table 3.16. There was an increase in defective apparatus of 21.7% when compared to the year 2013/14.
- 3.17 The PU with the largest number of defective apparatus continues to be Scottish Water, with 462 items as shown in Graph 3.17. Scottish Water has improved by 32.6% since Q3 but only 1.7% when compared to the same period last year. An improvement will need to be agreed with Scottish Water following completion or approval of its improvement plan.
- 3.18 When comparing the outstanding numbers in 2014/15 to 2013/14, each PU showed an increase in the number of outstanding defective apparatus with the exception of Scottish Water. The comparison over the previous five years is shown in Table 3.18 and Graph 3.18.

Utility Defective Reinstatements

- 3.19 Every PU has seen an increase in the number of outstanding defects since Q1. A breakdown for each PU is shown in Table 3.19 and Graph 3.19. At the end of Q4, the total number of outstanding defective reinstatements in Edinburgh was 824. Scottish Water continues to be the PU with the largest number of defective reinstatements, followed by SGN and Openreach. These defects are discussed at the bi-monthly liaison meetings and have been included in Improvement Notices.
- 3.20 Due to the reduction in the number of Inspectors, and the resulting reduction in the number of inspections possible, the Roadwork Support Team reprioritised the types of inspections undertaken. The focus shifted to Category B and C inspections. This targeted approach resulted in the identification of a high number of failed reinstatements. Had these inspections not been carried out, there was a real possibility that these defects would not be found and the responsibility for their repair would have fallen to the Council, after the end of their guarantee period.

Registration and Fixed Penalty Notices (FPNs)

- 3.21 All road works on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.22 PUs are required to record all information relating to the works they wish to undertake and works that are underway. Roads Authorities are also required to record all information on works they wish to carry out. Developers, and others wishing to occupy or carry out works on public roads, must first obtain consents (Road Occupation Permits) from the Roads Authority. The Roads Authority is then responsible for the registration of these works.

- 3.23 The comparison of registration failures is shown in Graphs 3.23A and 3.23B.
- 3.24 Failure to comply with the above requirements is an offence. PUs, and those working under Road Occupation Permits, that commit such an offence, can discharge their liability through the payment of a Fixed Penalty Notice (FPN). Currently the Penalty is £120, which is reduced to £80 if paid within 29 days. A breakdown of FPNs issued in 2014/15 is shown in Graphs 3.24A and 3.24B.
- 3.25 The total number of FPNs accepted by PUs, in 2014/15 was 553. A further 90 FPNs were accepted by other agents in relation to Road Occupation Permits eg skips, scaffolding, etc.

The Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.26 A report outlining the new working arrangements for the ERWAA was submitted to, and approved by, the Transport and Environment Committee on 18 March 2014.
- 3.27 A list of the actions taken to progress the agreement, and secure sign off by PUs, is listed below:
- November 2013 to March 2014 – Consultations and presentations held with Neighbourhood Partnerships and Transport sub groups.
 - 21 October 2013 – Initial draft of ERWAA issued to all PUs for consultation.
 - 1 November 2013 – Agreement in principal given by the Scottish Joint Utilities Group (SJUG).
 - 13 January 2014 – Reminder issued to SJUG requesting information on any concerns regarding the ERWAA.
 - 27 January 2014 – Chair of SJUG was offered a meeting to discuss any concerns regarding the agreement.
 - 17 February 2014 – A copy of the agreement was received from SJUG providing their comments/concerns.
 - 18 February to 18 March 2014 – A number of discussions took place to discuss the comments/concerns. Further concerns were also provided.
 - 4 April 2014 – Meeting arranged to gain approval for the ERWAA. Concerns were discussed but no agreement reached, mainly in relation to areas that would incur a cost by the PU.
 - 18 July 2014 – Meeting took place and agreement reached that parts of the ERWAA could not be amended to the satisfaction of SJUG. Role of the City Wide Traffic Management Group was provided.
 - 22 August 2014 – Final amended version of ERWAA sent to the Chair of SJUG.
 - 2 September 2014 – Request sent to Chair of SJUG asking for any final

concerns from PUs. No response received.

- 3 October 2014 – PUs sent a request asking for the name of the senior manager who would be signing the agreement.
- 13 October 2014 – Reminder sent to PUs for the name of the senior manager.

Openreach, SGN, Vodafone, and EE provided a name.

- November 2014 – Further requests for the details of their concerns was made to Chair of SJUG.
- 19 December 2014 – Latest version of the agreement was passed to each PU named above and to the main contact for all other PUs asking for an indication of their willingness to sign the agreement. Scottish Water raised two concerns re the content of the agreement.
- 12 February 2015 – An invitation was issued by the Acting Head of Transport to attend a presentation and question and answer event.
- 15 February 2015 – Event held.
- 29 June 2015 – Amended agreement issued asking for confirmation on willingness to sign the agreement. Only one PU responded.
- 21 July 2015 – Reminder issued.
- 7 August 2015 – Further reminder issued.

3.28 At the time of writing this report, CityFibre is the only PU that has agreed to sign the ERWAA. The following PUs have not yet agreed to sign the agreement nor have they responded to the correspondence sent by the Head of Transport:

- Scottish Water
- Scottish Power
- SGN
- Virgin Media
- Openreach
- Telefonica
- EE.

Actions - Improvement Plans

- 3.29 Performance failure reports have been issued to the following PUs:
- Scottish Water
 - SGN
 - Scottish Power
 - Openreach
 - Virgin Media.
- 3.30 Meetings have been held throughout the year with all Utilities to discuss their performance. The five main Utilities were served with a Notice of Failure to Achieve Performance in November 2014. Each PU returned a Stage 1 Improvement Plan, which contained its proposals for improving performance and to rectify existing defects.
- 3.31 The Improvement Plans received initially did not contain sufficient detail, to assure the Council that adequate measures would be taken, to address their poor performance. Meetings took place to allow the PUs to modify their proposals. Following this, and a lack of satisfactory improvement, each PU was served with a Stage 2 Improvement Notice, in June 2015.
- 3.32 With the number of outstanding defective reinstatements not reducing, in line with each PUs Stage 1 Improvement Plan, the Council now requires each PU to provide details of how its numbers of outstanding defective apparatus will be reduced.
- 3.33 It is worth noting that Scottish Water has made significant improvements in lowering the number of outstanding apparatus defects from December 2014, however 462 remain outstanding.
- 3.34 If the PUs do not achieve satisfactory levels of performance within three months of agreeing their Improvement Plans, the Council will look to increase inspections and escalate the issue to the highest levels of management within each of the affected PUs.
- 3.35 If performance does not significantly improve, a report will be submitted to the office of the Scottish Road Works Commissioner, detailing the PUs failure to comply with their duties under the New Roads and Street Works Act 1991.

Proposals for the coming year

- 3.36 As detailed in paragraph 3.30, following a lack of improvement in performance, Improvement Notices were served to each PU in June 2015. Each PU is required to return a Stage 2 Improvement Plan within five days of receipt of the Notice. Improvement will be measured at the end of a 12 week period.

- 3.37 To measure the effectiveness of the Improvement Plans, it is proposed to carry out 100% of inspections (Category A and B) of the work carried out during the 12 week period.
- 3.38 The outcome of this monitoring will be reported to Committee at the end of Quarter 2 of 2015/16.

Performance Monitoring

- 3.39 The figures and graphs referred to throughout this report are shown in Appendix A. This Appendix provides performance information for 2014/15 and trend information from 2010/2011.

Measures of success

- 4.1 Improved performance in the key areas reported will be measured by greater public satisfaction with:
- the planning, co-ordination and delivery of road works across the city;
 - the quality of information supplied to people who live in, work in or visit Edinburgh; and
 - the quality and longevity of PU reinstatements.
- 4.2 Public satisfaction will be measured at the end of each year by contacting Community Councils and residents. Customer Satisfaction cards have been issued to residents in a sample of locations, where major work has been undertaken by PUs. The results are being analysed and will be reported to this Committee within the 2015/16 Quarter 1 report in October 2015.

Financial impact

- 5.1 The revenue streams associated with sample and repeat inspections of failed PU reinstatements, exceeded the budget of £296,393 for 2014/15 financial year. The total revenue from the charges levied for these activities was £355,706.
- 5.2 The cost of employing the additional Inspectors, is currently fully offset by the revenue received from the compliance inspections.

Risk, policy, compliance and governance impact

- 6.1 There is a risk of the condition of the road network deteriorating if the 100% inspection of all PU reinstatements is not maintained. Should 100% of inspections not be undertaken, there is a risk that any defects would not be found. The responsibility for their repair would fall to the Council at the end of their guarantee period.
- 6.2 Where the Council has made significant investment in road improvements, there is a risk that the road network may deteriorate, following reinstatements that have not been carried out to the agreed standards.
- 6.3 There is a risk of reduced revenue, if the number of inspections is less than that estimated at the beginning of the year.
- 6.4 There is a risk of lack of improvement by poorer performing PUs. This can be addressed by the use of formal Improvement Plans, as specified in Code of Practice for Co-ordination of Works in Roads.

Equalities impact

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

Sustainability impact

- 8.1 There are no sustainability impacts arising from this report.

Consultation and engagement

- 9.1 Individual Liaison meetings are held every two months with representatives from all of the major PUs. Specific performance issues and improvement requirements are discussed at these meetings.
- 9.2 Throughout the year the Council was represented at all relevant Committees, as required within the Code of Practice for the Co-ordination of Works in Roads. These meetings are detailed below:
 - **The Roads and Utilities Committee Scotland (RAUCS)** where all Roads Authorities and PUs are represented together with representatives from Transport Scotland and the office of the Scottish Road Works Commissioner.
 - **The South East of Scotland Roads and Utilities Committee (SERAUC)** where representatives from the City of Edinburgh, Midlothian, East Lothian, West Lothian and Scottish Borders Councils attend, together with representatives from all PUs.

- **The Local Roads and Utilities Committee (LRAUC)** is also known as the Local Co-ordination meeting. This includes representatives from every function and service within Services for Communities that have an involvement in roadworks or road occupation eg Lothian Buses, every Utility and the Tram Team.

Background reading/external references

[Quality of Utility Company Reinstatements – Item 5.16, Transport and Environment Committee, 18 June 2012.](#)

[Code of Practice for Inspections”, 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.](#)

[Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013.](#)

John Bury

Acting Director of Services for Communities

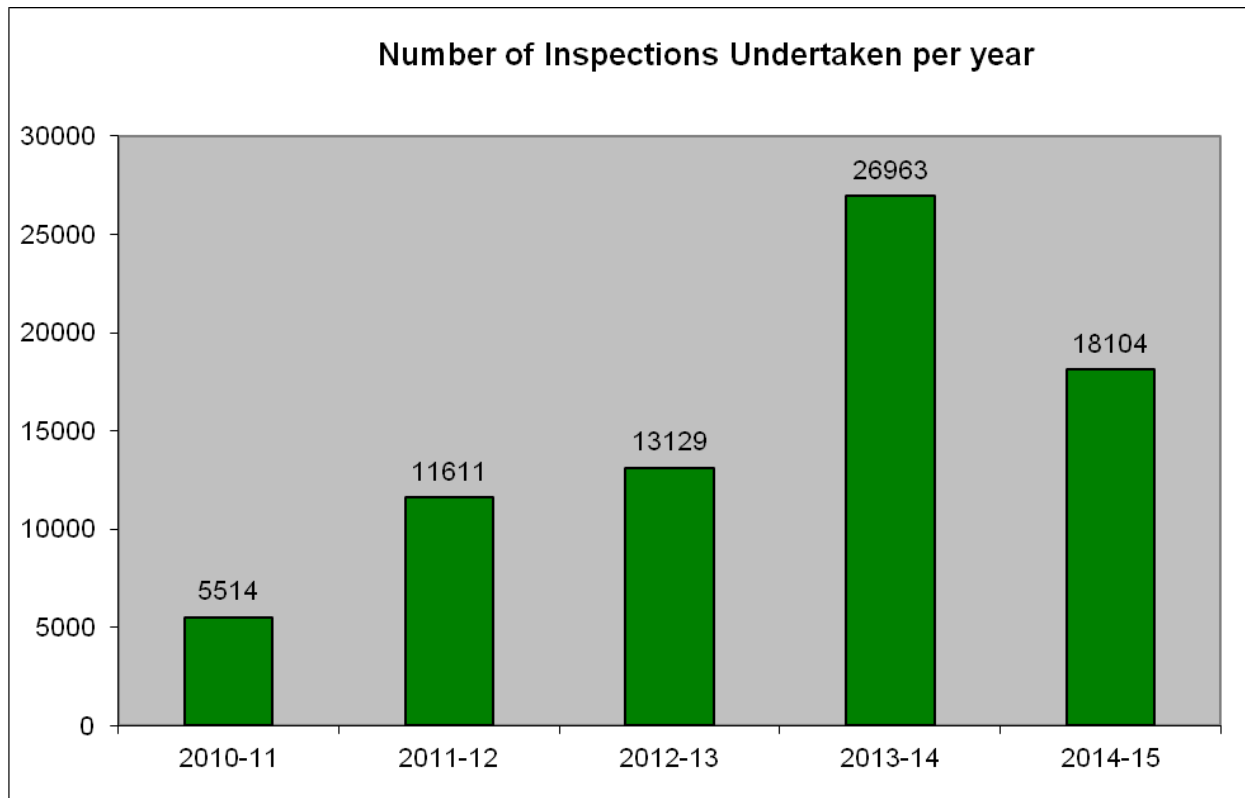
Contact: Stuart Harding, Performance Manager

E-mail: stuart.harding@edinburgh.gov.uk | Tel: 0131 529 3704

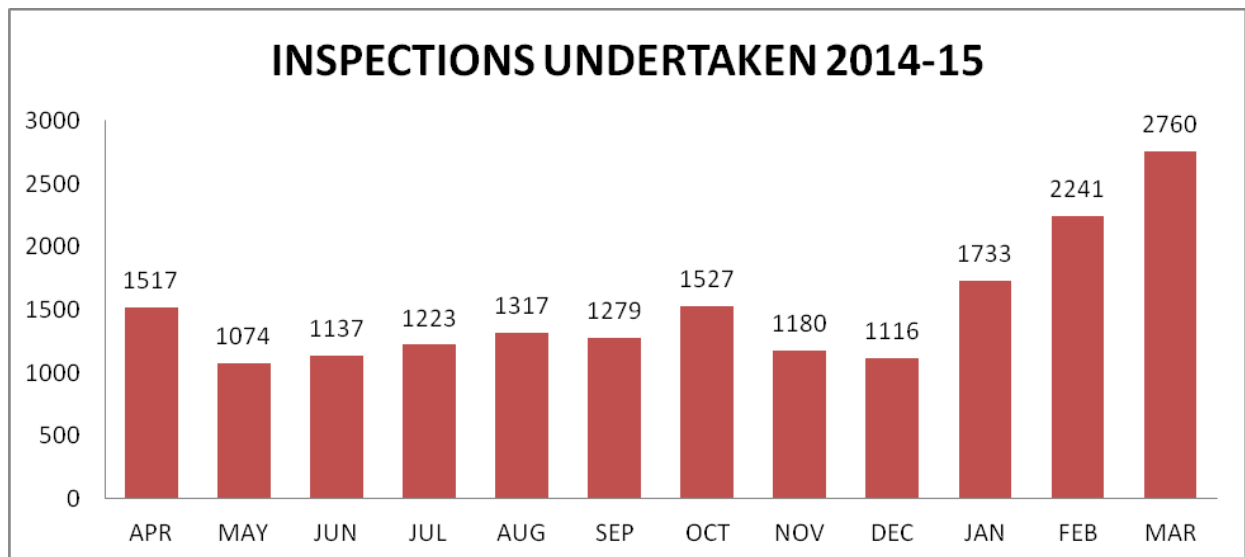
Links

Coalition pledges	P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city. P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix A - Utility Company Performance Information 2014/15

Graph 3.10A



Graph 3.10B



In 2014/15 there were 18,104 inspections carried out. The target of 20,000 inspections was not met. The reason for the reduction in the number of inspections from April to December, compared to 2013/14, is due to the reduction in the number of Inspectors.

Table 3.11
Average failure rate for ALL PUs

	No of Failures	% Fail Rate
SAMPLE INSPECTIONS	335 / 1,738	19.3%
Category A	124 / 481	25.8%
Category B	139 / 560	24.8%
Category C	72 / 697	10.3%
TARGET INSPECTIONS	841 / 5,590	15.0%
Category A	54 / 165	32.7%
Category B	317 / 1,401	22.6%
Category C	470 / 4,024	11.7%
DEFECTIVE REINSTATEMENTS	998 / 7,651	13.0%

The target failure rate for all PUs is 10%.

Table 3.12
Number of inspections for ALL PUs

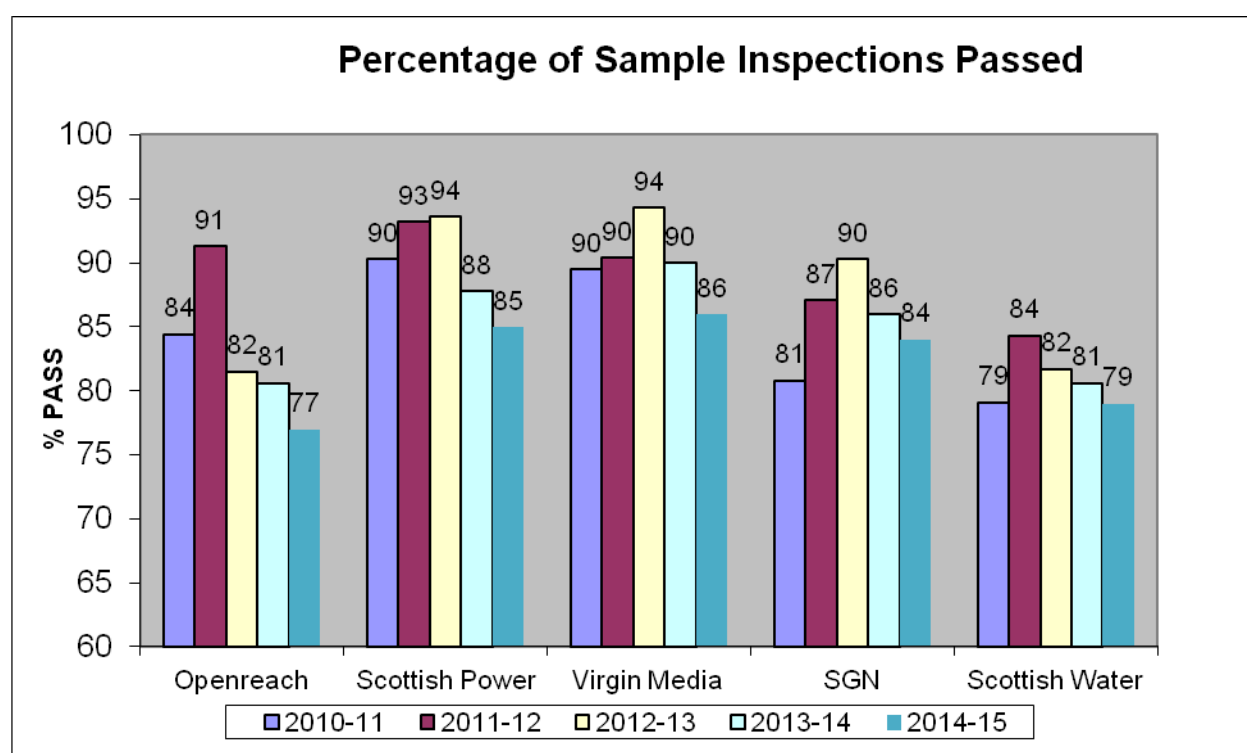
TYPE	CATEGORY A	CATEGORY B	CATEGORY C	OTHER INSPECTIONS	TOTAL
	Inspections during the progress of the works.	Inspection within six months of the work being completed.	Inspection within three months of end of guarantee period.		
SAMPLE INSPECTION	481	560	697	-	1,738
TARGET INSPECTION	165	1,401	4,024	-	5,590
DEFECTIVE APPARATUS	-	-	-	1,295	1,295
DEFECTIVE REINSTATEMENT	-	-	-	7,651	7,651
INSPECTIONS RELATED TO CORING	-	-	-	938	938
OTHERS	-	-	-	892	892
TOTAL	646	1,961	4,721	10,776	18,104

Table 3.13

The table below shows the average percentage pass rate for Sample Inspections for each PU over the past year. The target pass rate for all PUs is 90%.

	Openreach	Scottish Power	Virgin Media	SGN	Scottish Water
Pass Rate	77%	85%	86%	84%	79%

Graph 3.13

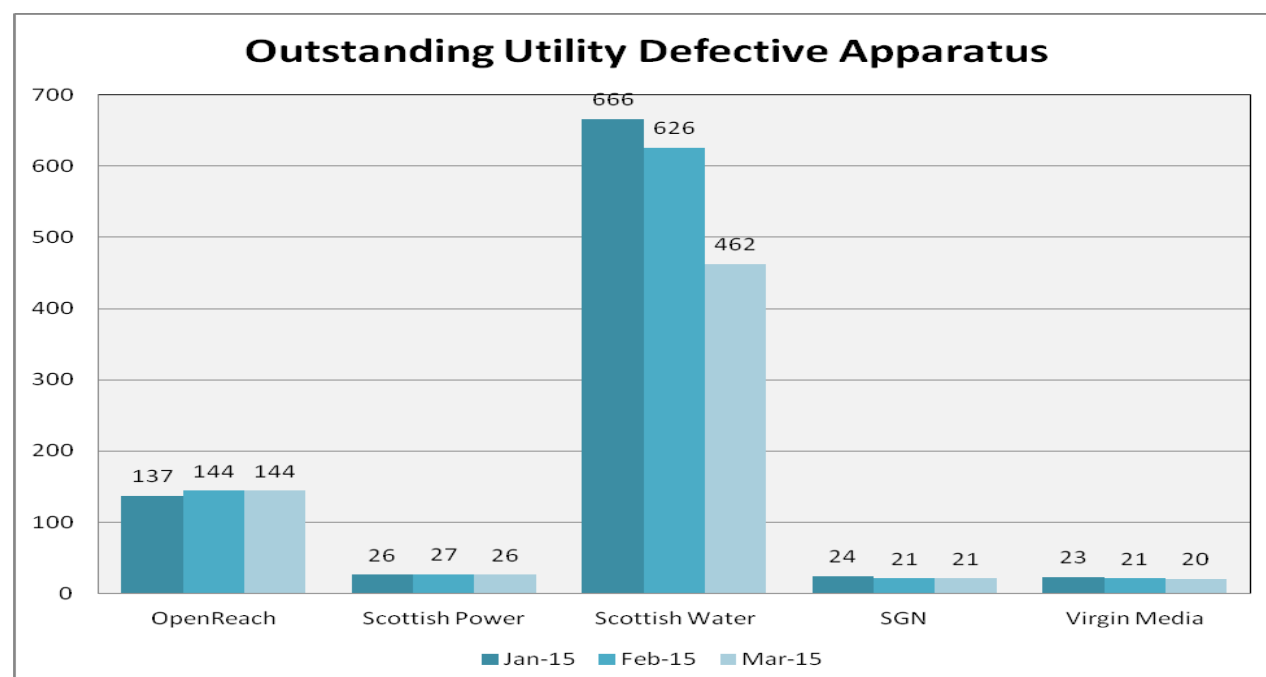


No PU achieved the target pass rate by the end of 2014/15 and all PUs were much lower than the previous two years. Both Scottish Water and Openreach have shown a negative trend in their sample inspections since 2011/12. As a direct result of this performance, Stage 2 Improvement Notices were issued in June 2015 to all Utilities.

Table 3.16

The total number of outstanding Defective Apparatus for each Quarter in 2014/15 are shown below.

Utility	Q1 (2014/15)	Q2 (2014/15)	Q3 (2014/15)	Q4 (2014/15)	Difference Q1 to Q4
SGN	14	13	23	21	7 (50%)
Scottish Water	521	556	685	462	-59 (-11.3%)
Openreach	78	97	135	144	66 (84.6%)
Scottish Power	12	17	26	26	14 (116.7)
Virgin Media	26	26	32	20	-6 (-23.1%)
Totals	651	709	901	673	

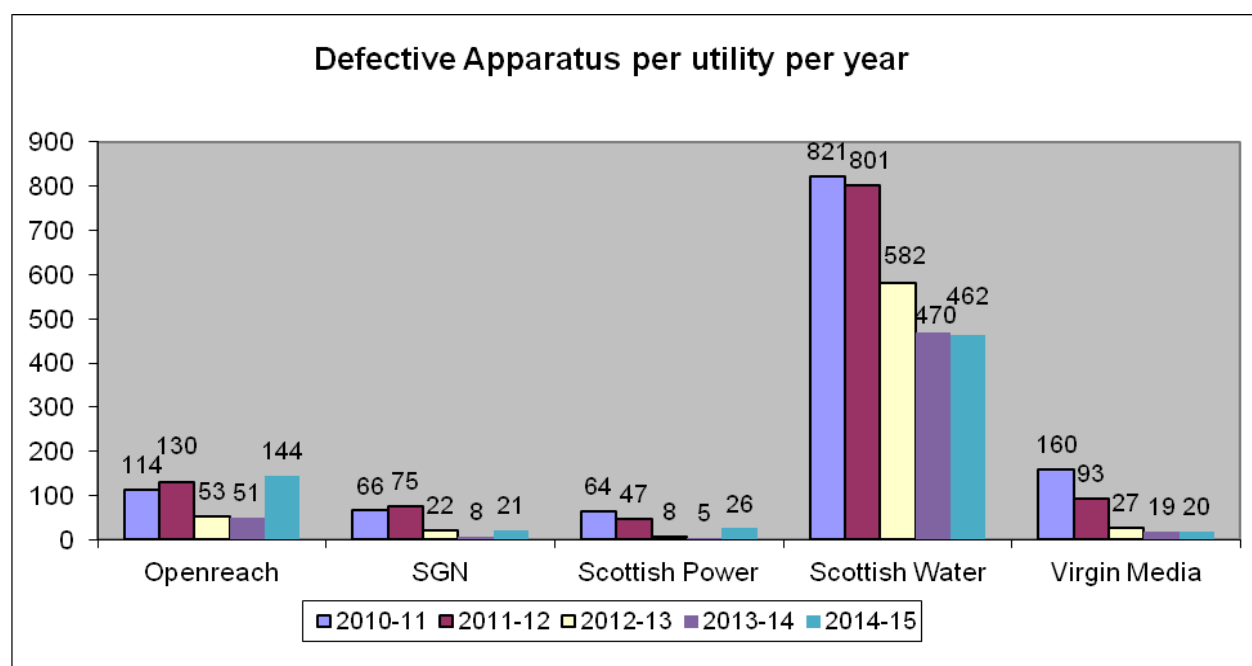
Graph 3.17

The high number of outstanding defects for Scottish Water (462) is a long standing issue and this has been raised as a specific problem and a Stage 1 Improvement Plan was requested to address this. All PUs, with the exception of Scottish Water and Virgin Media, have shown a deterioration in performance since the end of 2013/14 in the numbers of defective apparatus. Due to the increase in the number of inspections this, in turn, has resulted in there being an increase in the overall numbers of defective apparatus identified.

Table 3.18

The table below shows the comparison of the numbers of outstanding defective apparatus for each PU over the past five years, measured at the end of each year.

PU	2010-11	2011-12	2012-13	2013-14	2014-15
Openreach	114	130	53	51	144
SGN	66	75	22	8	21
Scottish Power	64	47	8	5	26
Scottish Water	821	801	582	470	462
Virgin Media	160	93	27	19	20

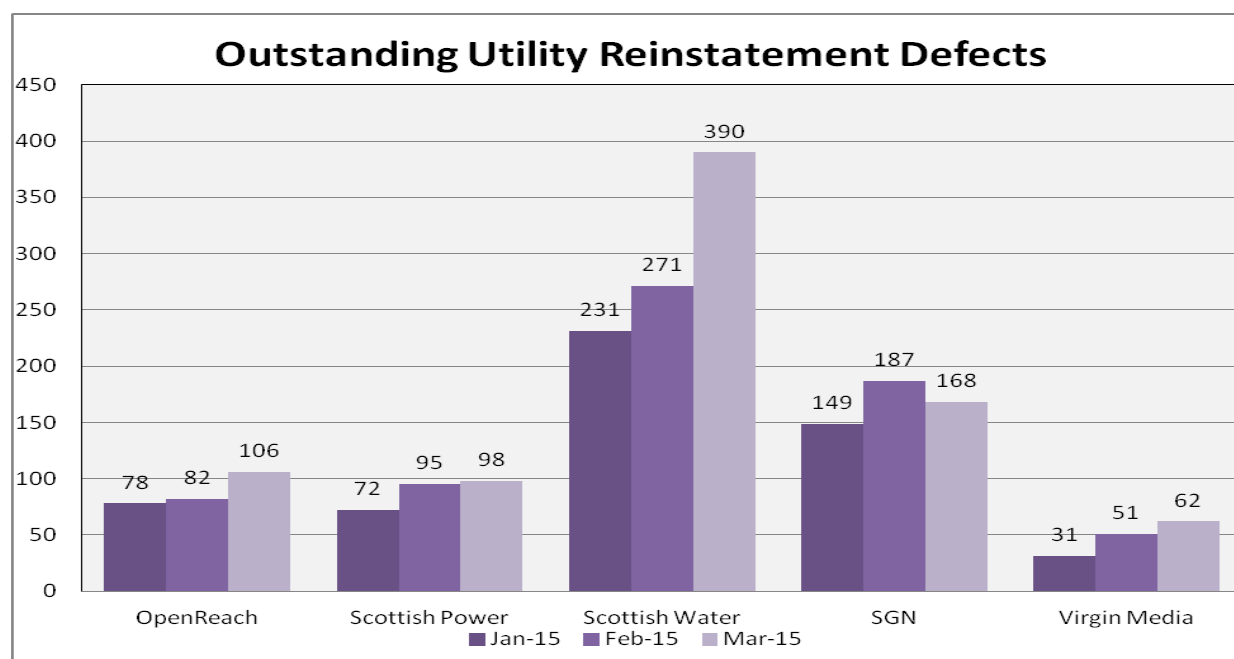
Graph 3.18

Scottish Water is the only PU that has shown a sustained improvement over the past five years in the number of outstanding defective apparatus. All other PUs have shown an increase in the numbers of outstanding defects in 2014/15 compared to 2013/14. This increase is partly due to regular and additional inspections being carried out.

Table 3.19

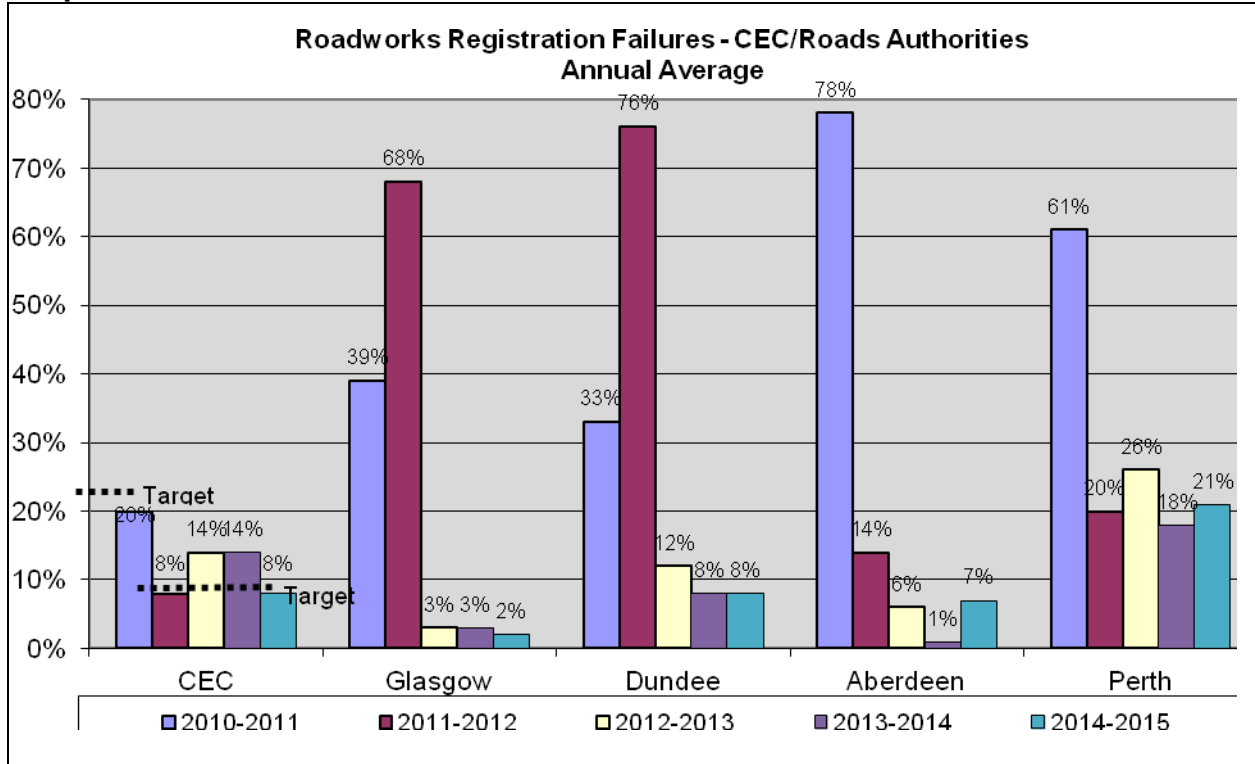
The total number of outstanding Defective Reinstatements for each quarter for each PU is shown below:

Utility	Q1 (2014/15)	Q2 (2014/15)	Q3 (2014/15)	Q4 (2014/15)	Increase Q1 to Q4
SGN	97	73	118	168	71 (73.2%)
Scottish Water	191	174	172	390	199 (104%)
Openreach	58	52	52	106	48 (82.7%)
Scottish Power	66	50	61	98	32 (48.5%)
Virgin Media	35	28	24	62	27 (77.1%)
Totals	447	377	427	824	377 (84.3%)

Graph 3.19

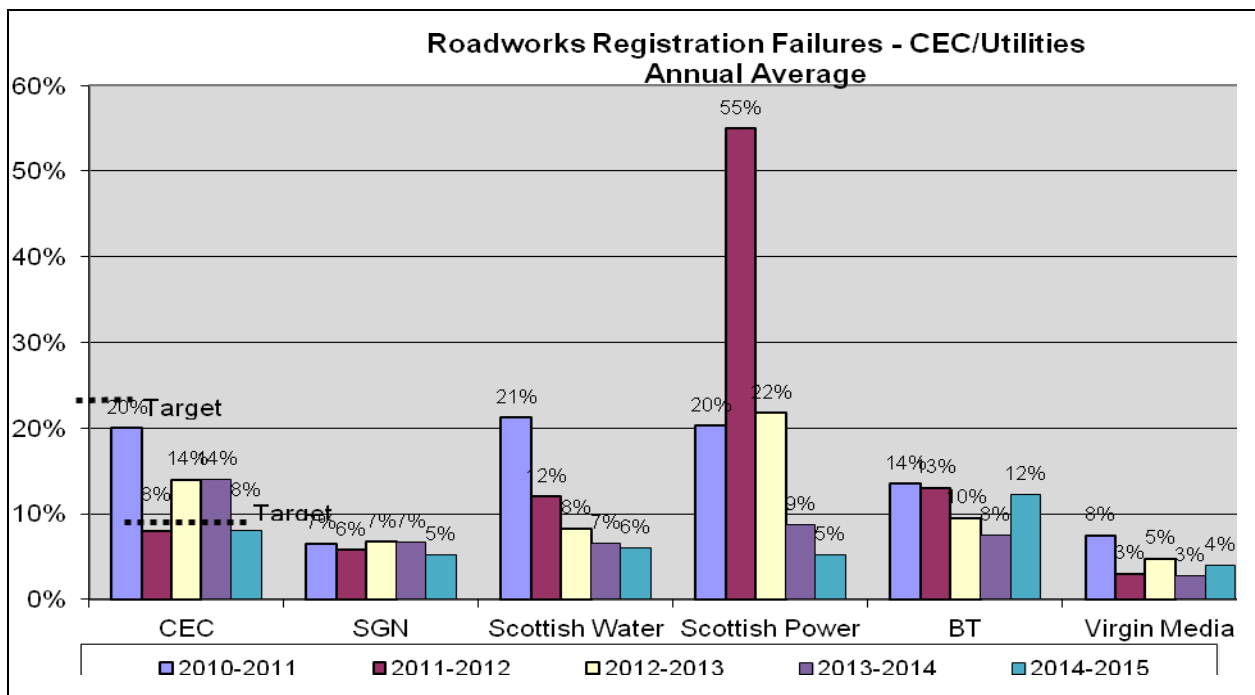
The number of outstanding or defective reinstatements has varied over Q4. Each PU has shown an increase in the number of failed reinstatements over the final three months of the year, with the exception of SGN. The improvement however is negligible when compared to the totals outstanding. As a result of this performance Stage 2 Improvement Plans have been requested.

Graph 3.23A

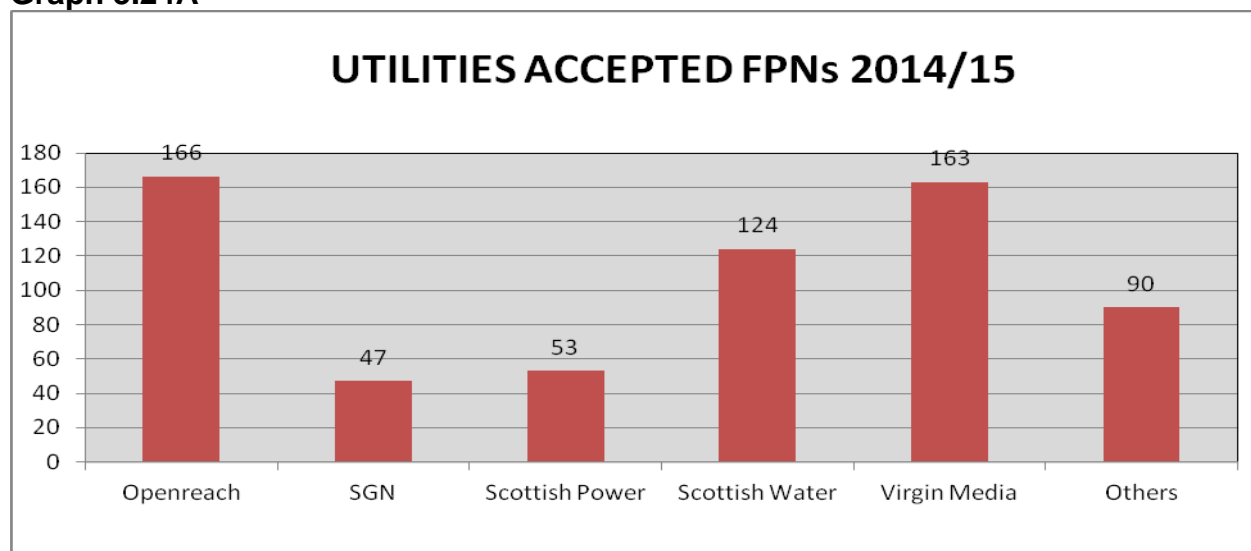


There is no target failure rate set for Roads Authorities. It is expected that their failure rate should be no worse than the average PU failure rate. CEC set itself a target rate of 9% for 2014/15. A failure rate of 8% was actually achieved at the end of the year. As a result 8% will be the target for 2015/16.

Graph 3.23B

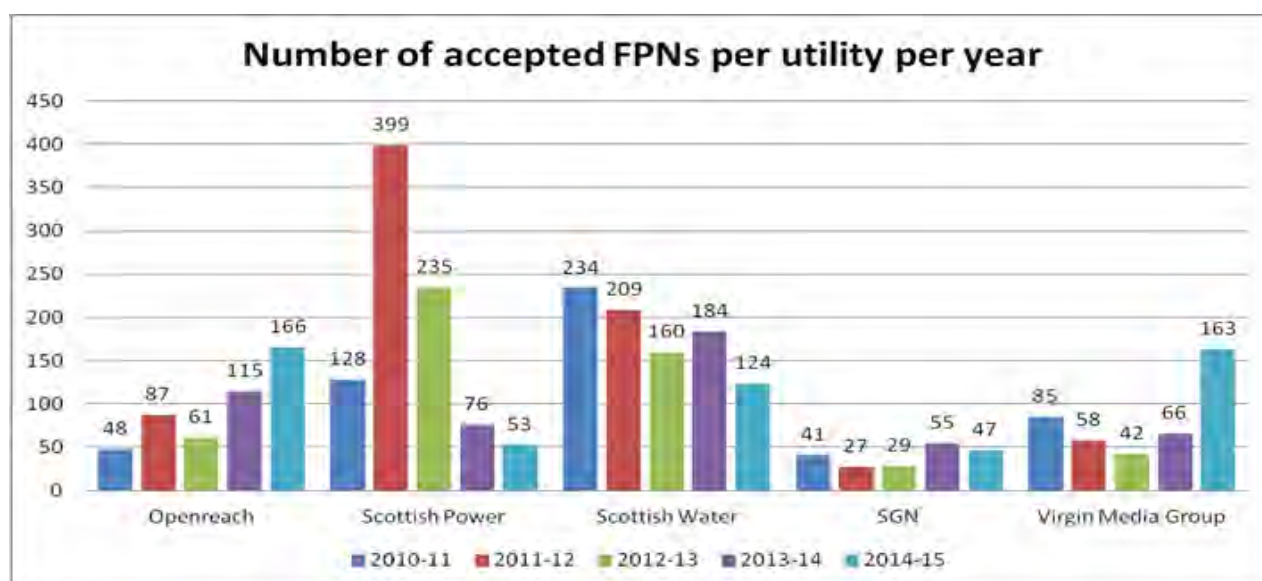


Graph 3.24A



Openreach and Virgin Media were issued with the highest number of Fixed Penalty Notices in 2014/15. This was due to their notices not being closed on time and/or no notice being received for their work. These recurring issues have been raised at their next Liaison meeting and assurances sought to ensure improvement. Improvement will be expected for the next quarterly monitoring period.

Graph 3.24B



SGN, Scottish Power and Scottish Water showed an improvement in the number of FPNs issued at the end of 2014/15. This is as a result of the discussions that took place at the Liaison meetings. Openreach and Virgin Media had more FPN's issued during 2014/15 and was for the following reasons:

- excavations being temporarily reinstated with the permanent reinstatement not completed within the statutory six month period;
- notices not being closed on time;
- leaving traffic signs and barriers on site once the work was complete; and
- no notice given for the work carried out.

Transport and Environment Committee

10am, Tuesday, 25 August 2015

Landfill and Recycling

Item number	7.8
Report number	
Executive/routine	
Wards	All

Executive summary

This report updates the Committee on performance in reducing the amount of non-recyclable waste sent to landfill and on increasing the amount of waste recycled.

Whilst total annual waste arisings increased in 2014/15 by 1.2%, monthly arisings to date (April - May 2015) are 4.4% lower than for the same period in 2014/15.

The amount of non-recyclable waste disposed of in the period April – May is down 6.9% on the same period in 2014/15. The projected tonnage of landfill to year end is 116,289, 1.4% tonnes less than the Capital Coalition Pledge target of 118,000 tonnes.

The percentage of waste recycled in the period April – May has increased, compared to the same period in 2014/15, with the average recycling rate to date increasing by 1.5% to 43.6%. The forecast end of year recycling rate for 2015/16 is 44.1%.

Households on phases 1-3 of the new kerbside recycling service are showing an average 101% higher recycling yields and a 20% reduction in non-recyclable waste.

Links

Coalition pledges	P44, P49, P50
Council outcomes	CO17, CO18, CO19
Single Outcome Agreement	SO4

Landfill and Recycling

Recommendations

- 1.1 It is recommended that Committee notes the contents of 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 242,878* residential dwellings in Edinburgh which receive multiple refuse and recycling collections. On average there are approximately 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.

* source Corporate Address Gazetteer

Waste Arisings

3.1 Prior to 2014/15, the tonnage of total waste (waste arisings) had been falling, with consistent reductions in waste arisings experienced since 2006/7 (Figure 1). Waste arisings in 2014/15 however increased by 1.2%.

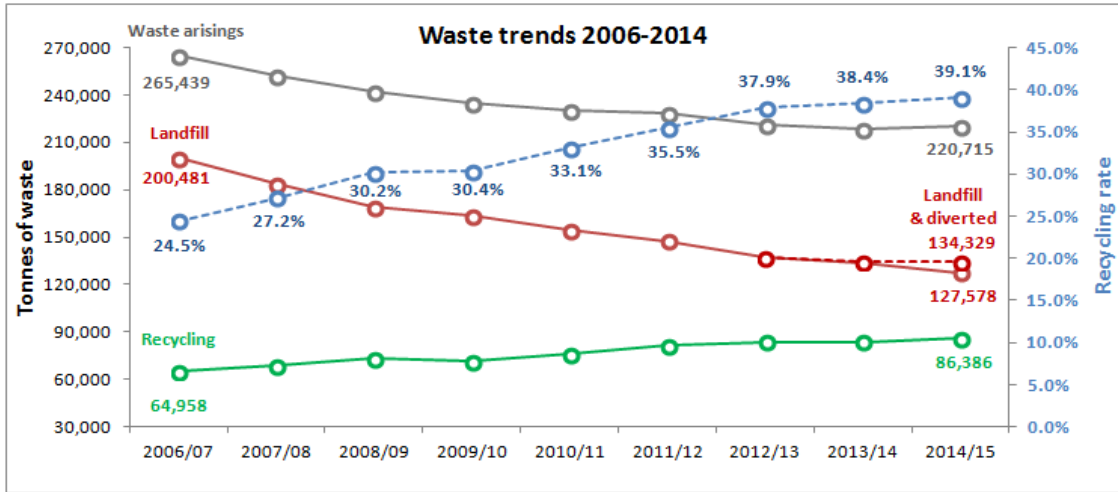


Figure 1 - Waste trends 2006/7 to 2015/16

3.2 At the beginning of this financial year it was forecast that, the rising trend in total waste will continue in 2015/16, and that arisings will increase from 220,715 tonnes collected in 2014/15 to 226,200 tonnes.

3.3 To date (April to May 2015/16) however, waste arisings are 4.4% less than were recorded in the same period in 2014/15 (Figure 2).

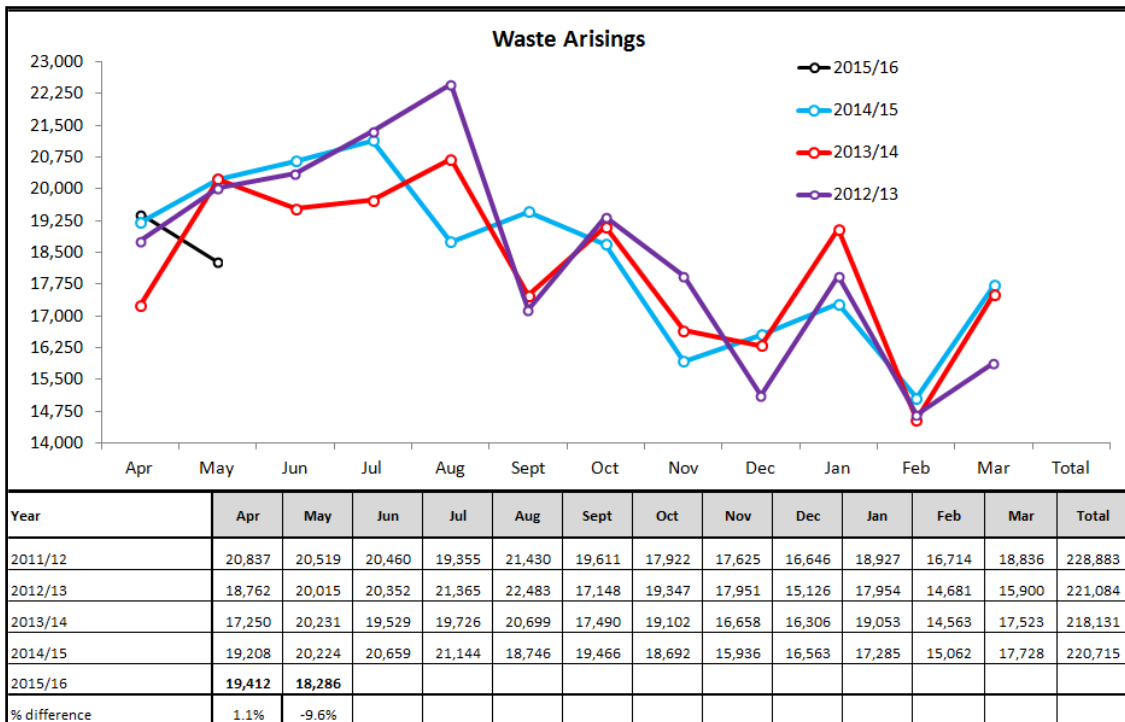


Figure 2 - Waste arisings

3.4 Waste arisings are closely monitored on a monthly basis and the tonnages recorded in 2015/16 will be used to inform and adjust, if necessary, the end of year forecasts for non-recyclable waste and recycling tonnage.

Non recyclable waste

3.5 Waste that cannot be recycled is disposed of as landfill or diverted as refuse derived fuel (RDF).

3.6 Waste processed as RDF, whilst it is included in waste arising tonnages, is not counted as recycling or landfill. Currently some of the waste collected at Community Recycling Centres that cannot be recycled, and a portion of non-recyclable waste collected via kerbside collections, are disposed of as RDF.

3.7 It has been forecast that 116,289 tonnes of non recyclable waste will be disposed of via landfill and 10,200 tonne diverted as RDF in 2015/16, with the overall tonnage of non recyclable waste forecast to be 126,489 tonnes (Table 1). Capital Coalition Pledge 49 sets a target of reducing landfill tonnage to 118,000 tonnes which, due to the diversion of some non recyclable waste as RDF, is forecast to be achieved in 2015/16.

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16 forecast
Tonnage total waste (waste arisings)	265,439	252,237	242,221	235,162	230,576	228,883	221,084	218,131	220,715	226,200
Non recyclable Landfill tonnage	200,481	183,697	169,186	163,788	154,293	147,669	137,249	133,531	127,578	116,289
Non recyclable Diverted (RDF) tonnage								746	6,751	10,200
Non recyclable Landfill and diverted	200,481	183,697	169,186	163,788	154,293	147,669	137,249	134,277	134,329	126,489
Recycling tonnage	64,958	68,540	73,034	71,373	76,283	81,214	83,835	83,854	86,386	99,711
Recycling rate	24.5%	27.2%	30.2%	30.4%	33.1%	35.5%	37.9%	38.4%	39.1%	44.1%

Table 1 - Waste trends and 2015/16 forecasts

3.8 In the year to date (April-May 2015/16), 6.9% less non recyclable waste (landfill and refuse derived fuel) has been disposed of than for the same period in 2014/15. In the same period, 21,250 tonnes of non recyclable waste has been collected, which is 3.9% less than forecast. The tonnage of non recyclable waste is closely monitored on a monthly basis and is used to ensure accuracy in the forecasting of the Waste Service disposal budget.

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 The citywide recycling rate for 2015/16 is currently forecast to be 44.1%. This is less than Capital Coalition Pledge 49 target of a recycling rate of 50%, but if achieved, will be a 4.9% improvement on the rate of 39.1% recorded in 2014/15. 99,711 tonnes of waste are forecast to be recycled in 2015/16.
- 3.11 To achieve a 50% recycling rate in 2015/16 would require an additional 13,389 tonnes of waste to be diverted from landfill over what has been forecast. A breakdown of how the different recycling schemes in the city contributed to the total recycling in 2014/15 is detailed in Figure 3.

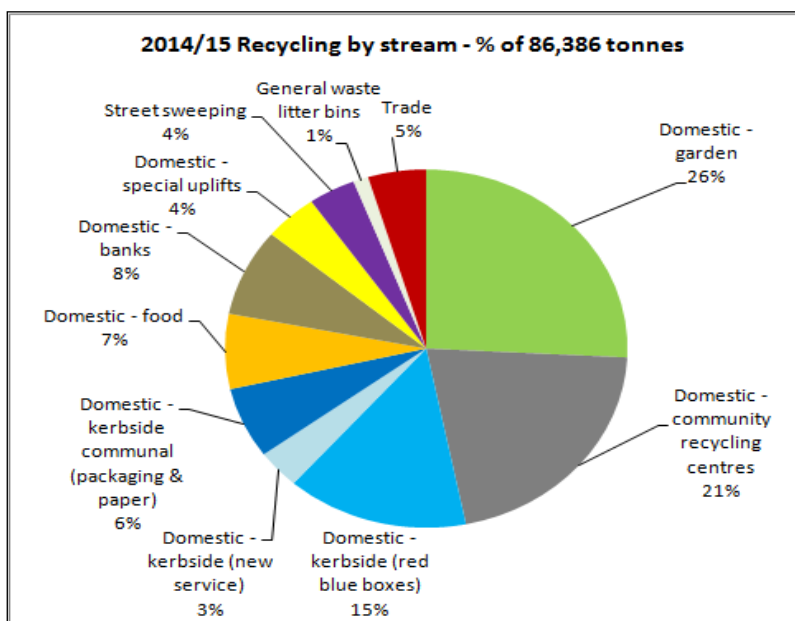


Figure 3 – components of recycling tonnage 2014/15

- 3.12 A summary of the current and past recycling rates by month is detailed in Figure 4.

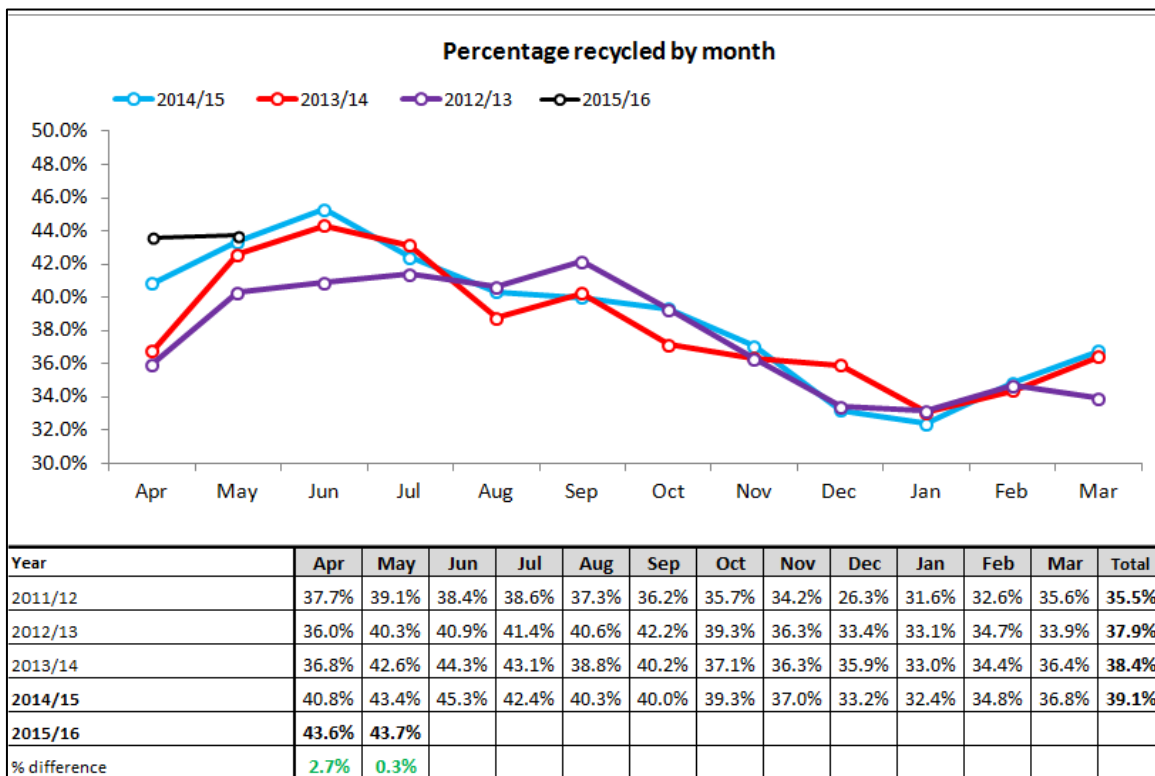


Figure 4 – Recycling rate

New kerbside bin/box recycling service

- 3.13 The first four 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 successfully delivered. Phase 1 commenced in September 2014/15, phase 2 in late November 2014, phase 3 in late March 2015 and phase 4 was rolled out as programmed in June 2015. Phase 5 is scheduled for October 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. It is forecast that, in 2015/16, the new service will have a positive impact on the overall citywide recycling rate of approximately 3%. This has been accounted for in the end of year forecast of 44.1%.
- 3.14 A summary of the performance of all kerbside recycling at the end of May is detailed in Figure 5. It can be seen that the new recycling service, which at that time served 60,000 households, is outperforming the existing blue and red box service for which, in May, some 130,000 residents were eligible for.

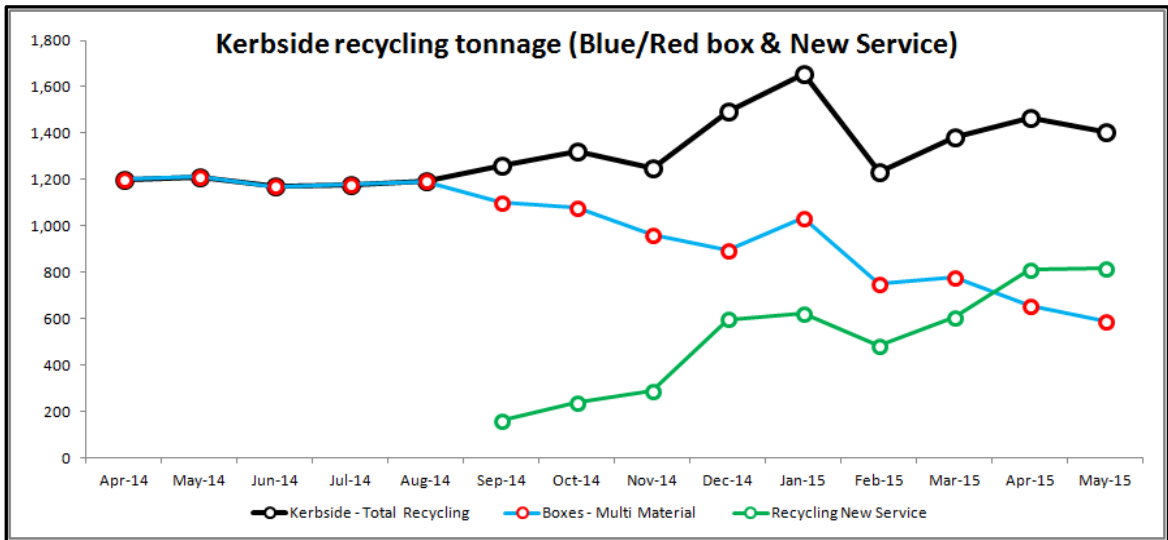


Figure 5 – Kerbside recycling tonnages

3.15 Residents have engaged positively with the new service. Recycling yields per household per week for the new service are 101% higher than when residents were using red and blue boxes, with recycling yields increasing from a pre-service citywide average of 1.9kg/household/week to an average of 3.8kg/hh/wk in May 2015 (figure 6)

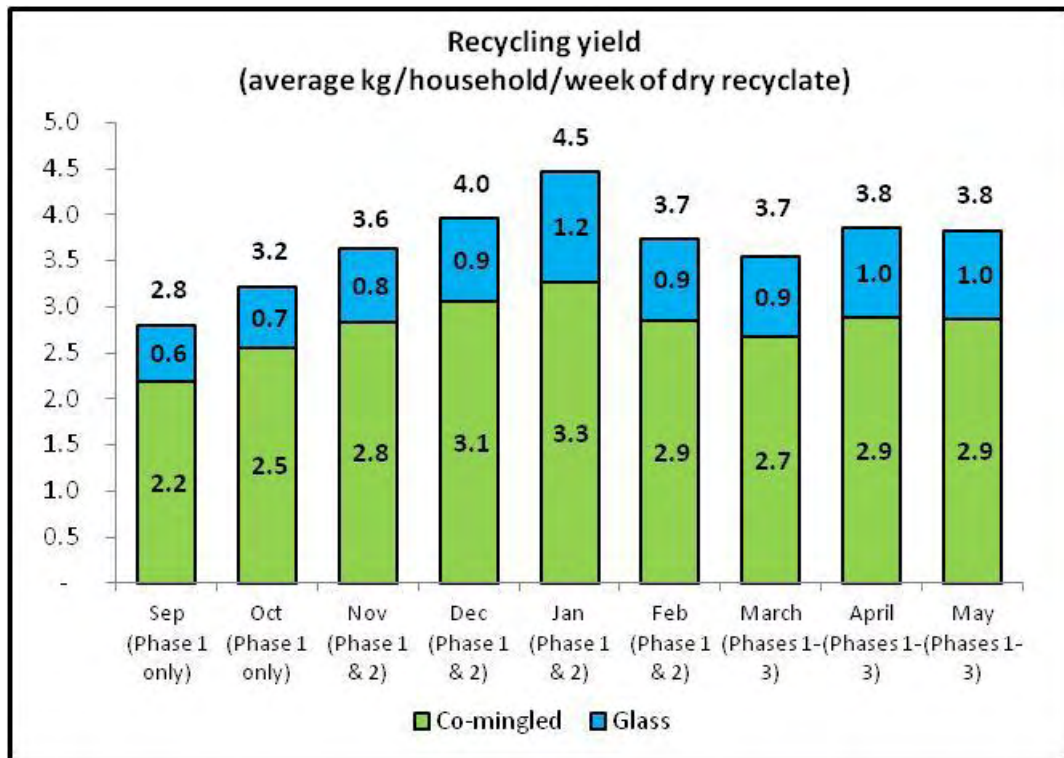


Figure 6 - average recycling yields Phase 1 -3 households

3.16 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 20% of their pre-service tonnage in March 2015 (Figure 7).

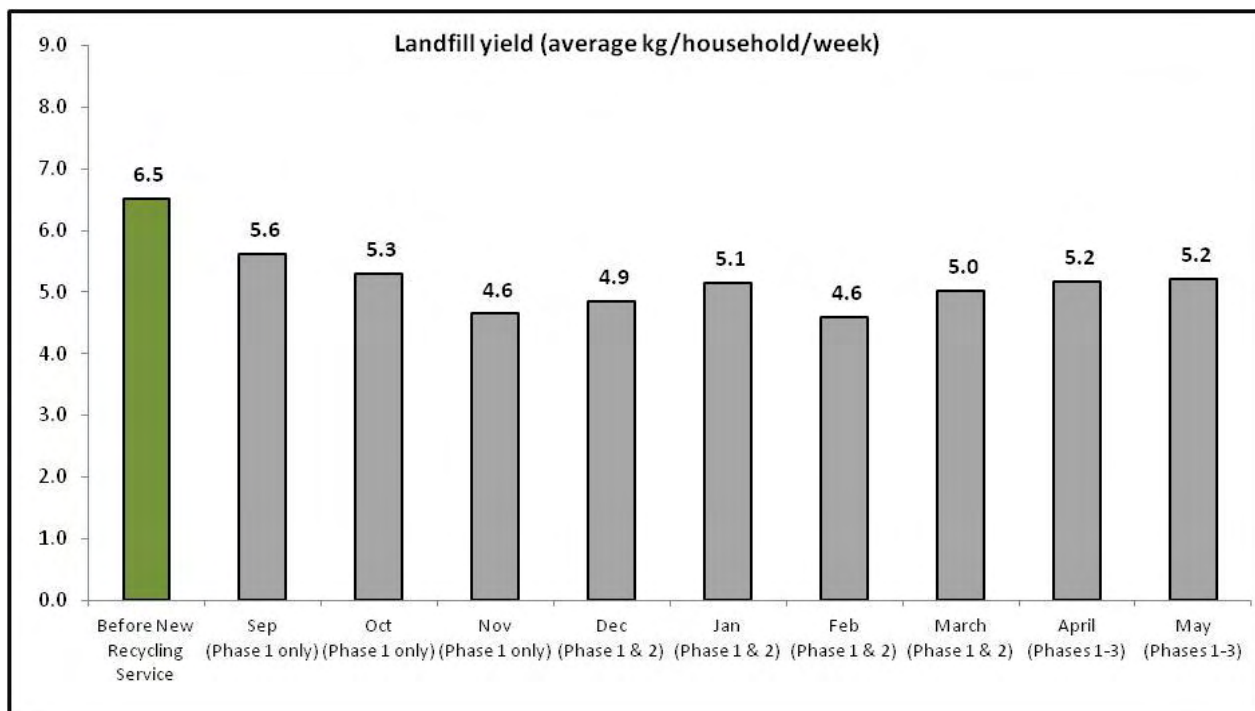


Figure 7 – Average landfill reduction, new recycling service routes

Domestic communal recycling

3.17 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:

- An emphasis on 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;
- an increase in the number of points at which glass can be recycled on the kerbside; and
- where applicable, the substitution of the existing red and blue box service to remove duplication of recycling services within those streets where communal recycling banks already exist.

3.18 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](#).

Complaints

3.19 Weekly complaint numbers since 2012 are detailed in figure 8 below.

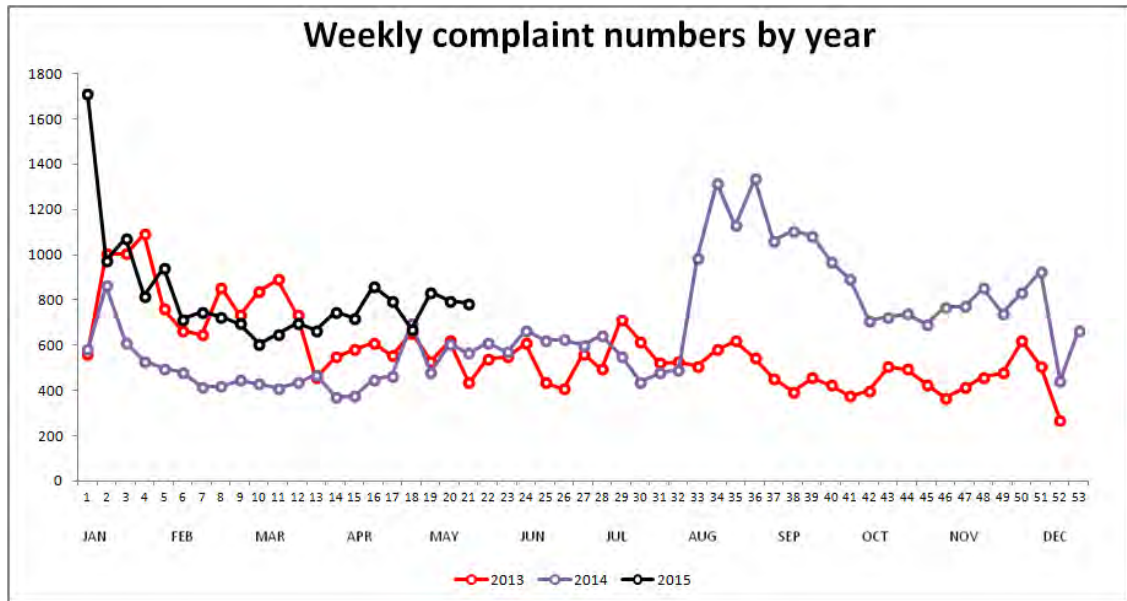


Figure 8 – weekly complaint number 2012-2015

3.20 On average to date (April to May), there were 765 complaints a week. With approximately 480,000 collections a week, this translates to 0.16% of collections resulting in a customer complaint. The majority of complaints received are regarding the non-collections of waste (95%).

3.21 A comparison of complaint numbers regarding non-collection of waste in May 2014 and May 2015 by collection stream is detailed in figure 9. Complaints regarding the non-collection of individual residual (landfill wheeled bins), food (food kerbside caddies) and garden waste were the most common in May 2015.

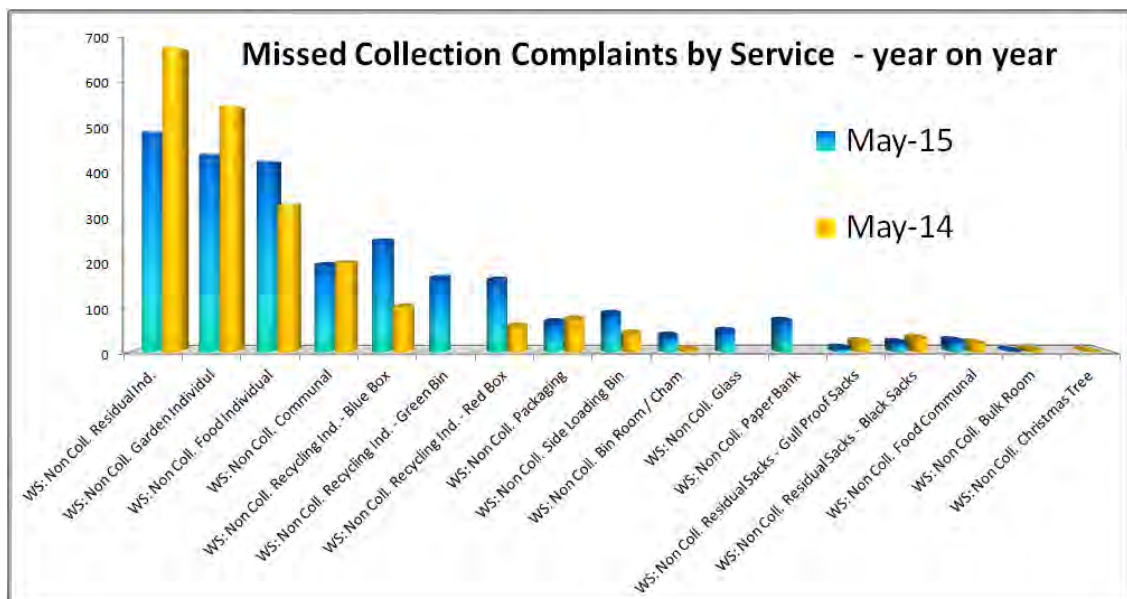


Figure 9 – 2014/15 complaint numbers by collection stream

- 3.22 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.
- 3.23 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.
- 3.24 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 reviewed, 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 Dependant on the waste stream, landfill waste is disposed of via a number of disposal contractors. It costs on average, £110.08 a tonne to landfill waste.
- 5.2 In addition, there are charges associated with transporting landfill waste by rail from the transfer station at Powderhall to the landfill site at Dunbar. Rail transport charges, which are in addition to disposal charges, are billed on a cost per train basis. To date in 2015/16, rail freight costs are approximately £69,000 per month.

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 now focusing on the fourth phase. The current stage, which started in June includes 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 and dealing with enquiries. From September 2014 the Recycling Advisors have made over 3665 visits to provide information about the new service and offer extra advice after the crews reported the wrong items were in the recycling bin.
- 9.2 Communications on the new recycling service have been well received by residents. A survey of Phase 3 residents, undertaken in January 2015, found that 89% agreed or strongly agreed that the information they received about the new service was easy to understand. Further, 92% agreed or strongly agreed that they were given all the information they needed about the new service. These are slightly higher than the average satisfaction scores for the combined first three phases of 85% of residents strongly agreeing that the information they received about the new service was easy to understand, and 90% agreeing or strongly agreeing that they were given all the information they needed about the new service.

9.3 Waste Services are supporting each phase of the rollout with recycling advisors working alongside crews on recycling routes. This assists us to deal 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.

Background reading/external references

N/A

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Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti CO18 – Green – We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	N/A

Transport & Environment Committee

10.00am, Tuesday, 25 August 2015

Commercial Waste at Community Recycling Centres

Item number 7.9

Report number

Executive/routine

Wards All

Executive summary

The purpose of this report is to note the decision to cease the acceptance of commercial waste at Community Recycling Centres (CRCs).

A review of this part of the service has been undertaken and clearly identifies that the continued practice of admitting commercial waste to Seafield and Sighthill Community Recycling Centres costs the Council in excess of £794,000 per annum.

The closure of these elements of the CRC service will allow Waste services to recover a part-year saving of at least £200,000 in 2015/16 with the opportunity for this to increase up to a maximum of £495,000. The full year benefit to the budget in 2016/17 is anticipated to be a minimum of £794,000.

Links

Coalition pledges [P44, P49, P50](#)

Council outcomes [CO17, CO18, CO19](#)

Single Outcome Agreement [SO4](#)

Commercial Waste at Community Recycling Centres

Recommendations

- 1.1 It is recommended that Committee notes the decision to cease acceptance of commercial waste at Community Recycling Centres (CRCs), subject to an appropriate communications plan being in place.

Background

- 2.1 In 2004, the Council was fortunate to receive significant funding from the Scottish Executive to invest in the existing Community Recycling Centres (CRCs), and to purchase and develop a new facility at Sighthill.
- 2.2 Both Seafield and Sighthill CRCs are substantial sites. Seafield was redeveloped on the basis that cars and vans could be separately managed. Adjacent land at Sighthill, in the ownership of the Council, was used for vans on a trial basis.
- 2.3 Commercial waste has been accepted at both Seafield and Sighthill CRCs since around 2010. Waste is accepted from private businesses and other Council service areas. Private businesses either hold an account with the Council and are invoiced on a monthly basis, or can pay directly at the site using chip and pin facilities. Other Council service areas are appropriately recharged.
- 2.4 The acceptance of commercial waste at CRCs is not a statutory obligation for the Council. The decision to stop accepting commercial waste will generate savings for the Council and result in, not only an improved level of service for household customers, but also an improved recycling performance on the sites.
- 2.5 The ongoing practice of accepting commercial waste at the sites is resource intensive. Additional employees and plant equipment are required to manage the incoming waste and, from a recent financial review, the amount of income generated from customers is insufficient to cover the running costs.
- 2.6 Although the estimated cost (net of income) of continuing to provide this service is valued at between £794,000 and £994,000 for the 2015/16 financial year, the estimated level of in-year saving is expected to be a minimum of £200,000.
- 2.7 Early investigations have identified that there may be a similar opportunity for savings in the Trade Waste collection service. A full review of this service is to be undertaken and any recommendations as a result of this review will be reported to Committee at a later date.

Main report

- 3.1 In 2004, the Council received significant funding from the Scottish Executive to invest in the existing Community Recycling Centres (CRCs) and to purchase and develop a new facility at Sighthill.
- 3.2 Both Seafield and Sighthill CRCs are substantial sites. Seafield was redeveloped on the basis that cars and household vans could be managed in separate areas within the site. Commercial waste was also accepted on the van side.
- 3.3 Land, owned by the Council, adjacent to the facility at Sighthill was used for commercial and household vans on a trial basis but the trial was never formally concluded. As a result the necessary investment in the site was never made to appropriately manage the additional waste received.
- 3.4 Businesses can either apply to set up a commercial waste account with the Council, or alternatively can pay at the weighbridge via chip and pin facilities. For the 2015/16 period these charges have increased to £135 per tonne for payment by chip and pin, and £146.50 per tonne, if part of an account. These rates have been shown to be above market rate when compared to other waste disposal or transfer facilities in the city.
- 3.5 The ongoing cost of providing this service is significant and places increased pressure upon an already strained service budget. The provision of this service is non-statutory and requires the Council to employ additional resource and plant equipment to manage incoming waste. This can divert attention from the 'public' part of the site, which has a detrimental impact upon both customer service and recycling performance.
- 3.6 The costs to the Council in providing this service for the 2015/16 financial year period are shown below:
- **£800,000 - £1m** for the disposal and recycling of commercial waste;
 - **£360,000** for staffing costs; and
 - **£30,000** for plant and equipment costs.
- 3.7 Due to the increase in charges levied on the customer, the target income for the 2015/16 period is £396,000. This increase in income is partially offset by increased waste disposal costs (landfill tax and contractual increases) and increased staff costs (pay award). Deducting the target income of £396,000 from the directly apportionable costs of providing the service shown in 3.6, the net cost is between £794,000 and £994,000. Based upon the information set out above, it is the recommendation of Waste Services that the provision of this service is ceased following a sufficient communications plan. The impact of the recommended closure is set out under the following themes.

Financial Impact of the Proposal

- 3.8 As outlined above, there is a significant financial burden placed upon the Council by continuing to provide this service.
- 3.9 The costs of running the Commercial CRCs are as outlined in section 3.6. The Waste Services budget, at period 4, contains a pressure of approximately £2.2m. The achievement of a part year saving of at least £200,000, leading to a full year saving of at least £794,000 in 2016/17, would go a long way to mitigating this financial pressure whilst also avoiding the requirement for financial savings proposals that would impact on the statutory waste collection and disposal services for residents.

Impact upon the Commercial Waste Customer (External)

- 3.10 Following closure of the CRC sites to external commercial waste customers, they will be required to identify alternative disposal points for their waste. There are a number of private waste transfer stations that operate and can accept these waste streams in and around the Edinburgh area. Customers will be signposted to the alternative outlets.
- 3.11 The service will be seeking to invest in Automatic Number Plate Recognition at sites to help identify unmarked vans which use the sites in excess of what might be considered to be a reasonable number of visits for a householder (>2 per month). This will help identify traders who are unlawfully depositing waste in the site, are not fulfilling their Duty of Care, and do not have appropriate waste arrangements in place. Where the number of visits from a householder is legitimate, but the high number is not consistent throughout the year, it will be acceptable.

Impact on the Commercial Waste Customer (Internal)

- 3.12 There are also Council users of the sites. These are predominantly Task Force (street cleaning and grounds maintenance) and Edinburgh Building Services. Both parties have been briefed on the proposals and work is ongoing to provide alternatives. Alternative provision for grounds maintenance arisings is well established in the City and arrangements are in place for street cleaning arisings which still maintain the opportunity to maximise recycling of this waste.
- 3.13 The closure plans have been discussed with Edinburgh Building Services which has not raised an issue with the proposals.
- 3.14 Market testing has taken place with other waste disposal site operators in the region. This testing has indicated that the rate charged by the Council for the disposal of commercial waste at CRCs is higher than the market value. On this basis, there stands to be a financial benefit to businesses in using other facilities. This issue will be communicated as part of a marketing campaign.

- 3.15 It is proposed that two other current users of the sites, the Special Uplift and Dumped Bulk items services will continue to use the sites albeit the public area. Only three vehicles run on these services and the frequency of the vehicles accessing the sites is not likely to exceed once per day. The continued ability of these vehicles to use the sites will increase the opportunity for this material to be recycled and therefore have a positive contribution upon the Council's performance.

Impact on the customer (Domestic)

- 3.16 Household users using the site should see an improvement in service provision. Site staff will no longer be required to manage two sites and will focus all attention on the public part of the site. As a result of the closure of the commercial waste side, more resource will be available to provide customer information and assistance to householders, and therefore deliver an improved customer experience.
- 3.17 There will be no impact upon residents who bring materials to sites in trailers or hired vans. It is proposed that a booking system is introduced for these vehicles types in order that site staff can manage them safely and minimise disruption for customers in smaller vehicles. Residents in vans will be asked to produce valid hire documents and otherwise may not be permitted on site.

Communications Plan

- 3.18 Leaflets and signage will be provided at both Seafield and Sighthill. Leaflets will start to be handed to customers and sent to account holders four weeks prior to the cessation of the service. The leaflets will not promote specific alternative companies but will provide sufficient information to enable customers to identify the alternatives open to them. A four week period will be sufficient for customers to identify and migrate to those alternative disposal points.
- 3.19 The Customer Hub has been briefed and a Smart Script and list of Frequency Asked Questions will be provided to Customer Hub staff. A list of alternatives, and contact details, will be provided to those customers that make contact.
- 3.20 The Council's website will be updated and signage put up at known areas of fly tipping within the City.
- 3.21 It is acknowledged that there is a risk of some increase in fly-tipping as a result of the recommendation of this report. However, through deterrence signage being placed at hotspots and increased enforcement activity, it is felt that this can be mitigated. Work will take place between Waste Services and Community Safety to direct enforcement resource at compliance monitoring visits towards those businesses that formerly used the CRCs for a period of time after the closure. This will allow detection of those businesses that do not have the relevant legal documentation in place to account for the disposal of their waste.

- 3.22 Corporate Communications is aware of the proposals and has been supporting the service in respect of developing the artwork for signage and leaflet materials. A media briefing will be compiled.

Staff Impact

- 3.23 In parallel to communications to customers, the opportunity to leave the Council on VERA/VR will be promoted to all site staff. This complements the existing Council Transformation Programme. All remaining staff will be refocused onto managing household waste on the sites in order to increase the level of service provided to residents and to improve the overall recycling performance of the sites.

Measures of success

- 4.1 Success will be demonstrated through the achievement of the proposed saving and increasing the recycling performance of the CRCs.

Financial impact

- 5.1 Improved recycling performance will have a positive financial impact in respect of diverting material away from landfill at a reduced cost.
- 5.2 Cessation of the service will achieve savings within the Waste Services budget and contribute towards closing the forecast budget gap of £2.2m for the 2015/16 period.

Risk, policy, compliance and governance impact

- 6.1 This report seeks to remove the current policy of accepting commercial waste at CRC sites. No risks have been identified in relation to Health & Safety, governance or compliance. There are no regulatory implications that require to be considered as this is not a statutory obligation.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been undertaken and has not identified any issues with the recommendation of this report.

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.

Background reading/external references

N/A

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Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti CO18 – Green – We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	N/A

Transport and Environment Committee

10:00am, Tuesday, 25 August 2015

Improving Air Quality in Edinburgh

Item number	7.10
Report number	
Executive/routine	
Wards	All

Executive summary

This report seeks approval of the draft Air Quality Action Plan - Progress with Actions 2015 and Updating and Screening Assessment 2015 reports for submission to Scottish Government and partner bodies, as required under the Environment Act 1995.

Nitrogen Dioxide (NO₂) data for 2014 shows overall improvements of air quality in Edinburgh, with large areas of compliance in Air Quality Management Areas (AQMA). It is intended to leave the existing AQMA boundaries unaltered at this time, and review these again when data for 2015 is available, to ensure improvements are sustained.

Assessment work for the pollutant Particulate Matter (PM)₁₀ is ongoing with two areas of concern emerging from this work, one in rural Edinburgh (intensive farming) and the other in north east Edinburgh (mixed sources: trans-boundary, traffic and industrial activity).

Good progress is noted with initiatives to reduce bus and freight emissions, increased uptake of electric vehicles and charging points, greater active travel and public transport use, and the installation of 'smart' traffic management at Newbridge Roundabout.

Links

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

Improving Air Quality in Edinburgh

Recommendations

Transport and Environment Committee is asked to:

- 1.1 note the content of this report, particularly in respect of progress with initiatives and actions to reduce emissions from road traffic sources, and the ongoing reduction in general levels of air pollution across the city; and
- 1.2 approve submission of the draft Air Quality Action Plan - Progress with Actions Report 2015, and Updating and Screening Assessment Report 2015 to the Scottish Government, Scottish Environment Protection Agency (SEPA) and Department for Environment Food and Rural Affairs (DEFRA), as required under the Environment Act 1995.

Background

- 2.1 Under the terms of the Environment Act 1995, the Local Air Quality Management (LAQM) Framework requires local authorities in the UK and the devolved administrations to undertake a three year cycle of review and assessment of air quality in their areas.
- 2.2 The new cycle commences in 2015 and, in the first phase of the review and assessment programme, the Council must prepare an Updating and Screening Assessment report for scrutiny by the Scottish Government and partner bodies SEPA and DEFRA.
- 2.3 Previously the annual report submission template incorporated a section for local authorities to detail progress with actions and measures to improve air quality contained in their Air Quality Action Plans. The Scottish Government now places greater emphasis on the measurement of actions to achieve improvements in local air quality. This requires that all Councils submit a separate Air Quality Action Plan - Progress with Actions Report 2015 detailing their progress.
- 2.4 The Air Quality Action Plan for Edinburgh is currently being updated and reviewed. The review will ensure the air quality improvement actions in the Council's revised Local Transport Strategy and key outcomes from the Scottish Government's Low Emission Strategy for Scotland are aligned to the Air Quality Action Plan, and are appropriate for recently declared AQMAs.
- 2.5 The Low Emission Strategy for Scotland was subject to a national consultation exercise between January and April 2015. It is anticipated to have a significant

influence on the future shape and direction of all local authority Air Quality Action Plans. A [formal response to the consultation](#) was approved by Transport and Environment Committee on 17 March 2015 and submitted to the Scottish Government.

- 2.6 As part of the implementation of the Low Emission Strategy for Scotland, the Scottish Government is expected in the coming months to invite bids from Local Authorities to participate in a modelling exercise for a Low Emission Zone, and the Council will have an opportunity to submit a bid at that time.
- 2.7 Currently, there are five AQMAs in Edinburgh, focussed on specific areas of concern, and thirty five across Scotland. Aberdeen has three AQMAs for both nitrogen dioxide (NO₂) and PM₁₀, and Dundee has identified the whole city an AQMA for both NO₂ and PM₁₀. Glasgow has the city centre and two other areas as AQMAs for NO₂ and have also identified the whole city an AQMA for PM₁₀
- 2.8 Edinburgh has not declared any PM₁₀ AQMAs at this time. The five NO₂ AQMAs are located at City Centre including extensions at St. John's Road, Great Junction Street, Newbridge and Inverleith. The AQMA boundaries extend to 2% of the city area and now include large areas of compliance due to air quality improvements.
- 2.9 The Environment Act 1995 requires local authorities to work with Central Government towards achieving Air Quality Standards by 2015. The Air Quality Standards of particular relevance to Edinburgh are stated below:

NO₂

Annual mean concentration:	40 µg/m ³
Maximum hourly mean concentration:	200 µg/m ³
Maximum number of exceedances of hourly mean:	18 per year

Particles PM₁₀

Annual mean concentration:	40 µg/m ³
Scottish Government annual objective:	18 µg/m ³
24-hour mean	50 µg/m ³
Maximum number of exceedances of 24hr mean:	7 per year

Main report

- 3.1 Air quality is monitored for a range of pollutants by automatic air quality monitoring stations, operating at eight fixed sites across the city. Each station costs around £7,000 to operate annually and due to their age are approaching a time when an investment strategy will need to be developed. In particular, the station at Queen Street is approaching the end of its extended temporary planning permission and will need to be relocated. In addition, Nitrogen Dioxide (NO₂) is monitored citywide using a network of more than 150 Passive Diffusion Tube (PDT) samplers.

- 3.2 The automatic stations monitor pollutants in real time and data is expressed as concentrations averaged over a one hour period. PDT samplers are exposed to the ambient air for one month at a time and then subjected to laboratory analysis to give 12 readings per year.
- 3.3 Due to the specific nature of PDT monitoring, the raw monthly concentration data is subject to a verification and bias correction process at year end. Using standardised UK wide methodology, Edinburgh's data, once verified, feeds into national bias adjustment calculations.

Nitrogen Dioxide

- 3.4 Assessment of NO₂ data, collected during 2014, suggests an improving picture for air quality in Edinburgh. The automatic monitoring station on St John's Road at Clermiston Road junction, recorded one breach of the short term one hour NO₂ objective. A maximum of 18 hourly breaches are allowable in any one year. This is the second consecutive year the site has been in compliance. If the trend is sustainable then the NO₂ hourly mean AQMA could be revoked, but the NO₂ annual mean AQMA would remain in force.
- 3.5 Across the city, there were no observed breaches of the short term one hour objective value from the PDT monitoring network, indicating a slightly improving trend in areas such as West Port.
- 3.6 Long-term annual NO₂ data trends from PDT's within the five AQMAs continue on a positive improvement trend. The number of PDT sites with levels of NO₂ above the limit continues to fall, and are often related to hotspot areas around bus stops or where bus and other traffic idles at junctions or street canyons.
- 3.7 The Great Junction Street AQMA has shown overall improvement with almost all of the original AQMA in compliance in 2014. However, there are two residual areas of concern in the AQMA extension. One was at a bus stop in Commercial Street, which is a new site, and the other was on the south side of Bernard Street junction. This is shown on the map at [Appendix 1](#).
- 3.8 The 2014 data for the Inverleith AQMA ([Appendix 2](#)) shows that one site, at the west side of the Ferry Road junction, had a value of 40ug/m³ which meets the 40ug/m³ limit for NO₂. This site has improved from 46ug/m³ NO₂ two years ago. If it remains on trend, which is weather, traffic and bus fleet improvement dependent, it could be anticipated this AQMA may be in compliance when the data for 2015 is reviewed.
- 3.9 NO₂ data from a range of PDTs in St John's Road AQMA shows that it could be reduced in size by 80% to cover only the area of concern around the Clermiston Road junction ([Appendix 3](#)). Similarly in the Central AQMA Queen Street, Leith Walk and Cowgate ([Appendix 4](#)), Easter Road ([Appendix 5](#)) and large parts of Gorgie Road ([Appendix 6](#)) are in compliance with the limit for NO₂. The site at the west end of George Street, which is no longer a bus route, shows a significant fall from 47ug/m³ NO₂ in 2012, which breached the limit, to a now compliant 30ug/m³ in 2014.

- 3.10 It is intended to leave the declared AQMA boundaries unaltered this year, and to review them in light of 2015 data to ensure that improvements are sustained. This will determine which areas are in compliance and as required by law, meet the EU NO₂ standard. The Edinburgh Urban area, amongst some other areas in the UK, was given an extension by the EU for compliance with the 40ug/m³ nitrogen dioxide annual mean which expired on 31 December 2014. The extension was given because modelling expected the Edinburgh Urban area to be compliant by 2015. To comply with the EU directive, all areas of Edinburgh after evaluation should meet the standard when 2015 data is analysed.
- 3.11 Since the presentation to [Transport and Environment Committee in August 2014](#), half of the area that was approved by Council to be added to the Central AQMA at Clerk Street and Slateford Road is now in compliance, consistent with the general improving trend across the rest of the city. The Regulations were clear that an AQMA must be declared and this report confirms that, as requested by Council, the legal orders formalising the extensions to the City Centre AQMA have been taken forward by officers. As part of the legal process the order will be advertised in the local press.
- 3.12 The declaration of an AQMA enables the development of targeted actions for tackling highly localised breaches. For example the introduction of MOVA (SMART) traffic signalling at Newbridge roundabout to address NO₂ exceedences in the Glasgow Road corridor.
- 3.13 AQMAs also assist the Council and its partners to implement strategic actions which can limit deterioration of air quality in other locations including:
- the replacement and upgrade of older buses with cleaner engine technologies, and their deployment on routes that pass through one or more AQMA;
 - encouraging the use of cleaner road freight vehicles entering or operating in Edinburgh;
 - the deployment of lower emissions vehicles in the Council own fleet (including electric vehicles); and
 - the development of electric vehicle charging points.
- These are strategic actions which have been made possible through the greater integrated working and the leverage of AQMAs.
- 3.14 It is the ambition of both the Council and Scottish Government to arrive at a point where AQMAs are no longer required, and it is anticipated that the evolving Low Emission Strategy for Scotland will assist the achievement of this goal throughout by 2020.
- 3.15 It is important that in taking action to improve air quality, locations where breaches of the limit may develop due to changing circumstances are kept under review. Therefore, two NO₂ monitoring sites have been established at locations towards the southern periphery of the city, at Drum Street and Howdenhall Road. These sites have been identified in anticipation of potential additional

volumes of road traffic in the area due to a new housing development, and where pollutant concentrations modelled by the developers suggest that NO₂ levels may be above 40 ug/m³. Also, with the implementation of traffic management changes as part of the Leith Walk improvement programme, an additional NO₂ monitoring site has also been established at Duke Street in Leith as it is expected that these changes may result in increased traffic volumes in this area.

Particulate Matter (PM₁₀)

- 3.16 PM₁₀ continues to be subject of a Detailed Assessment by the Council on a citywide basis. As previously reported to [Transport and Environment Committee in August 2014](#) and to Scottish Government, the PM₁₀ Detailed Assessment was severely impacted by technical failures with nationally specified monitoring equipment. These failures, coinciding with the commencement of the assessment, led to substantial delays in progress. The majority of technical issues have now been overcome and data reliability has much improved. Outcomes of this assessment will be reported to Council.
- 3.17 The Scottish Government is progressing a period of national consultation and development on how air quality will be assessed and managed in the future. Of significance for PM₁₀ in Edinburgh is the Government's intention to amend the Scottish annual mean standard of 18ug/m³ upwards to 20ug/m³, bringing it in line with the World Health Organisation (WHO) standard. Although this may not appear significant, it affects the threshold at which the pollutant requires to be managed.
- 3.18 Revision of the PM₁₀ standard, expected to be announced by Scottish Government in early 2016, will mean that it is unlikely that a citywide AQMA will be required. As described in previous Air Quality Progress Reports and in presentations to Elected Members, the largest contribution to measured levels of PM₁₀ arises from pollution sources beyond the city, and in many instances, beyond the country (trans-boundary). Consequently, any action by local authorities to reduce public exposure is limited to the management of local sources that contribute to measured exceedences of the pollutant.
- 3.19 Assessment work for the PM₁₀ Detailed Assessment Report has identified two emerging areas of concern, one in rural south west Edinburgh and the other in the north east of the city, as discussed below.
- 3.20 The area of the concern in rural Edinburgh relates to intensive farming which modelling suggests may result in a breach of the Scottish annual mean standard of 18ug/m³. National UK modelling of intensive farming was carried out against the UK standard annual mean concentration of 40 µg/m³ PM₁₀. Thus, an intensive farm which models a predictive value of say 25 µg/m³ PM₁₀ in England would be satisfactory, but would fail to meet the stricter 18µg/m³ PM₁₀ in Scotland. Ongoing work is continuing in collaboration with SEPA to identify the

extent of the concern and whether an AQMA may be required in the future to protect neighbouring households through dust reduction measures.

- 3.21 The other area of concern is in north east Edinburgh at Salamander Street. The PM₁₀ real time monitoring data shows a steady downward trend over the last five years (2010 – 26ug/m³ to 2014 - 21ug/m³) which is currently nearing compliance with the anticipated revised Scottish Government PM₁₀ standard of 20ug/m³. However, the level remains above the current Scottish annual mean standard of 18ug/m³.
- 3.22 Figure 1 below shows a monthly plot of PM₁₀ in ug/m³ averaged over the last five years. This shows that PM₁₀ levels peak in March with lower levels in the winter. This is usually caused by high pressure forming over Scotland which pulls in air with PM₁₀ pollution from central Europe.
- 3.23 By contrast Figure 2 shows nitrogen dioxide, which is more directly associated with road traffic emissions, with peak levels in the winter months and lower levels in spring and summer.
- 3.24 Figure 3 is a composite showing the difference in the times of the year when each pollutant (NO₂ and PM₁₀) is at its maximum.

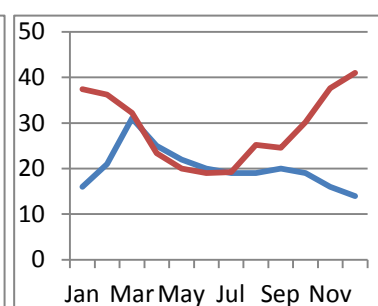
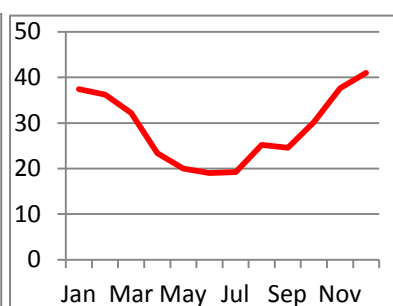
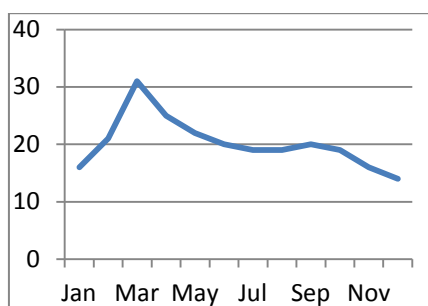


Fig 1 – Monthly PM₁₀ ug/m³

Fig 2 - Monthly NO₂ ug/m³

Fig 3 - Monthly PM₁₀ and NO₂

- 3.25 The Council, supported by Scottish Government grant funding, commissioned an independent air quality expert to review the issues and to indicate the boundary extent of an AQMA, should this be required. The review found that in addition to trans-boundary sources, local sources may include industrial activity (so-called fugitive sources), and re-suspension, by traffic movement of particulate matter settled on the road, into the air as well as traffic tail pipe emissions. Before making final conclusions it is intended to await confirmation of the Government's revision of the standard, due in early 2016. Should measured levels of PM₁₀ in 2015 not reduce in line with the current trend, an AQMA will be necessary at Salamander Street, perhaps linking in to the Great Junction Street AQMA at Bernard Street. This will be reported to members in a future update.

Progress with actions 2015 for improving air quality in Edinburgh

Bus operations

- 3.26 Data from the bus companies operating in Edinburgh indicates that they all continue to improve the emissions performance of their fleets.

Lothian Buses (Transport for Edinburgh)

- 3.27 Lothian Buses (Transport for Edinburgh) is still the largest service provider in the city. Based on current investment plans, 66% of Lothian Buses fleet is expected to be emission standard Euro 5 or better by the end of 2015 (higher Euro standard vehicles are less polluting).
- 3.28 During 2014, the engine management systems of 25 Euro4 single-deck and one Euro4 double-deck vehicles were re-mapped to bring their emissions standard up to the less polluting Euro5 standard. A further 49 Euro4 double-deck vehicles are expected to be upgraded in this way 2015. This re-mapping or retrofit programme is being assisted by Scottish Government air quality support grant funding facilitated by the Council. The Vehicle and Operators' Services Agency (VOSA) has validated and certified the engine upgrades.
- 3.29 A further evolving initiative is the planned installation of electric charging infrastructure at strategic locations in the city. This will enable specific buses to increase substantially the range over which they can operate in full electric mode. A fleet of specially equipped new diesel electric hybrid vehicles is being purchased to facilitate the use of this technology. The vehicles' operational modes will be controlled remotely via a Global Positioning System (GPS) geo-fencing system, automatically switching their engine power mode from diesel to full electric whenever they enter an AQMA.

First (Scotland) East

- 3.30 First (Scotland) East, as the second largest operator, will have nearly 25% of its fleet operating at Euro5 by the end of 2015. This represents an increase in Euro5 vehicles from 10 to 37, since 2013. However, the company also continues to operate a relatively large percentage (54%) of vehicles at Euro3 standard, equivalent to around 84 vehicles.

Stagecoach

- 3.31 Stagecoach operates a fleet of around 58 buses which provide inter-city / town services into the centre of Edinburgh along Queensferry Road and St. John's Road corridors. They also operate an airport service from Fife that passes along the A8 Glasgow Road corridor.
- 3.32 Of their fleet operating in Edinburgh 33% is Euro5, while the majority of the remainder is Euro4 (59%) and a small number of Euro3 (9%). The company has 12 Euro6 vehicles on order, and expects the investment to eliminate their more polluting Euro3 vehicles operating regularly in Edinburgh.

Citylink

- 3.33 Citylink operate a number of inter-city/town services throughout Scotland. These are sub-contracted to a range of different operators. The company has 47 contracted vehicles entering Edinburgh city centre, the vast majority of which are Euro5 (92%) and there are also two Euro6 (4%) and two Euro3 vehicles (4%)

ECOSTars Fleet Recognition Scheme

- 3.34 The original EU-funded Edinburgh ECOSTars fleet recognition scheme project concluded in June 2014 after three years of operation. However, with the support of a Scottish Government air quality support grant, the Council managed scheme was approved to continue until the end of March 2015. The scheme was thereafter further supported by Scottish Government and the Council to enable its continuation until the end of March 2016.
- 3.35 The Edinburgh scheme continues to make good progress. In June 2015, there were 84 registered operator members with a total fleet of 5,048 vehicles. This is a sizeable increase from June 2014 when there were 51 operators registered and a fleet of 3,525 vehicles. It is intended to carry out an emissions evaluation exercise later in 2015 to quantify the benefit to air quality and carbon reductions that the ECOSTars scheme has delivered in Edinburgh since it started in 2011. This will include the contribution of the Council's own fleet.

Electric Vehicles and Electric Vehicle Charging Infrastructure

- 3.36 The Council, together with Edinburgh Partnership and funding support from Transport Scotland/Scottish Government, has continued to locally develop and enhance the national Plugged-in-Place programme. This programme has further increased the range and availability of electric vehicle charging points across the city.

Infra structure	2012	2013	2014	2015
Number of charging heads	8	14	58	89
Number of site locations	5	9	26	38

Table 1 - Electric charging infrastructure progress from 2012 to 2015

- 3.37 The improved availability of charging points, coupled with more electric vehicles in public and private fleets has seen an increase in overall usage of electricity as a vehicle fuel. Since January 2014, the Council has been compiling data on the monthly number of charging sessions and total power uptake at 20 charging sites across the city. The following graph (Figure 4) highlights these promising upward trends.

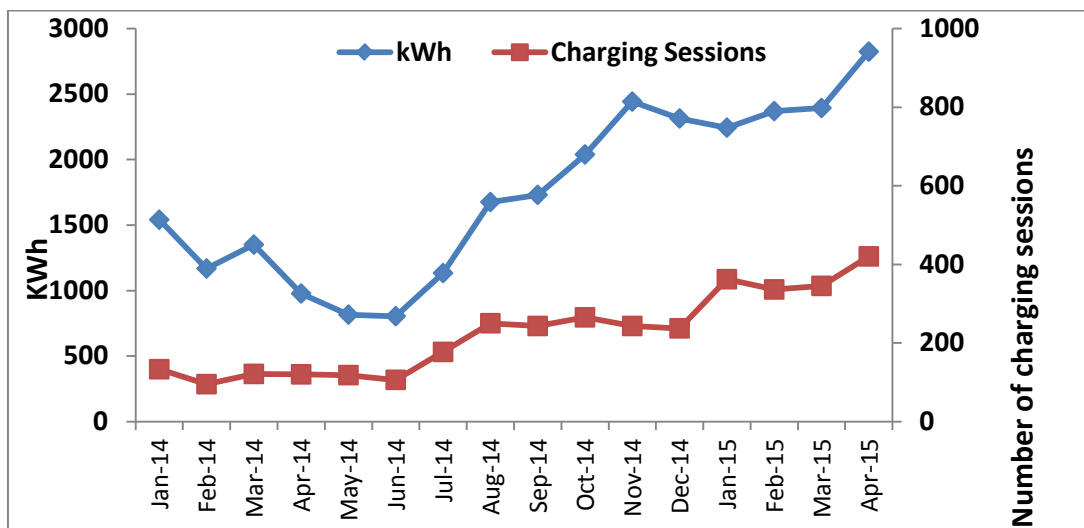


Figure 4 - Power (KWh) used and number of charging sessions from January 2014 to April 2015

Installation of MOVA (SMART) traffic management system at Newbridge

- 3.38 In order to reduce traffic congestion and improve air quality in the Glasgow Road AQMA, a project to replace the old 'fixed' traffic signalling system at the Newbridge Roundabout with a responsive / adaptive MOVA system is being taken forward by the Council.
- 3.39 From traffic modelling exercises, the MOVA system is expected to deliver much improved traffic flows through this complex junction. In particular, it should significantly reduce the amount of peak-time queuing and associated emissions in the Newbridge / Glasgow Road AQMA. The system is due to be commissioned by the end of September 2015. The impact will be monitored and if successful may allow the Newbridge/Glasgow Road AQMA to be revoked.

Measures of success

- 4.1 An improvement in air quality in Edinburgh, with targeted revocation of AQMAs associated with nitrogen dioxide.

Financial impact

- 5.1 This report has no direct financial impacts. The annual £200k cost of monitoring, evaluation and implementing air quality improvements is contained within current budgets.

Risk, policy, compliance and governance impact

- 6.1 The European Commission launched infraction proceedings against the UK Government for breach of nitrogen dioxide limit values under the EU Air Quality Directive. The European Commission allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area with the nitrogen dioxide limit value requirements of the EU Air Quality Directive. There is a probability that

monitoring in 2015 will continue to show non-compliance at certain areas of concern. The Scottish Government, as the devolved administration for air quality, have indicated that it would not seek to pass on to Local Authorities any fines imposed by the EU on the UK Government.

Equalities impact

- 7.1 This report is a statement of facts regarding ambient air quality in Edinburgh and does not propose changes to current policies or procedures. As such a full equalities impact is not required. The contents have no negative impacts on the Public Sector Equality Duty of the Equality Act 2010.

Sustainability impact

- 8.1 The content of this report is a statement of facts and does not in itself promote any environmental impact. The draft background “2015 Updating and Screening Assessment” provides an evaluation and assessment of ambient air quality monitoring data gathered by the Council during 2014.

Consultation and engagement

- 9.1 Consultation with the Scottish Government, Scottish Environmental Protection Agency and Department for Environment Food and Rural Affairs following submission of the draft ‘2015 Updating and Screening Assessment Report for City of Edinburgh Council’.
- 9.2 Following approval, the Council will publish the ‘2015 Updating and Screening Assessment Report for City of Edinburgh Council’ on its website.

Background reading/external references

[Air Quality Action Plan - Progress with Actions 2015](#) draft for approval
[Updating & Screening Assessment 2015](#) draft for approval

John Bury

Acting Director of Services for Communities

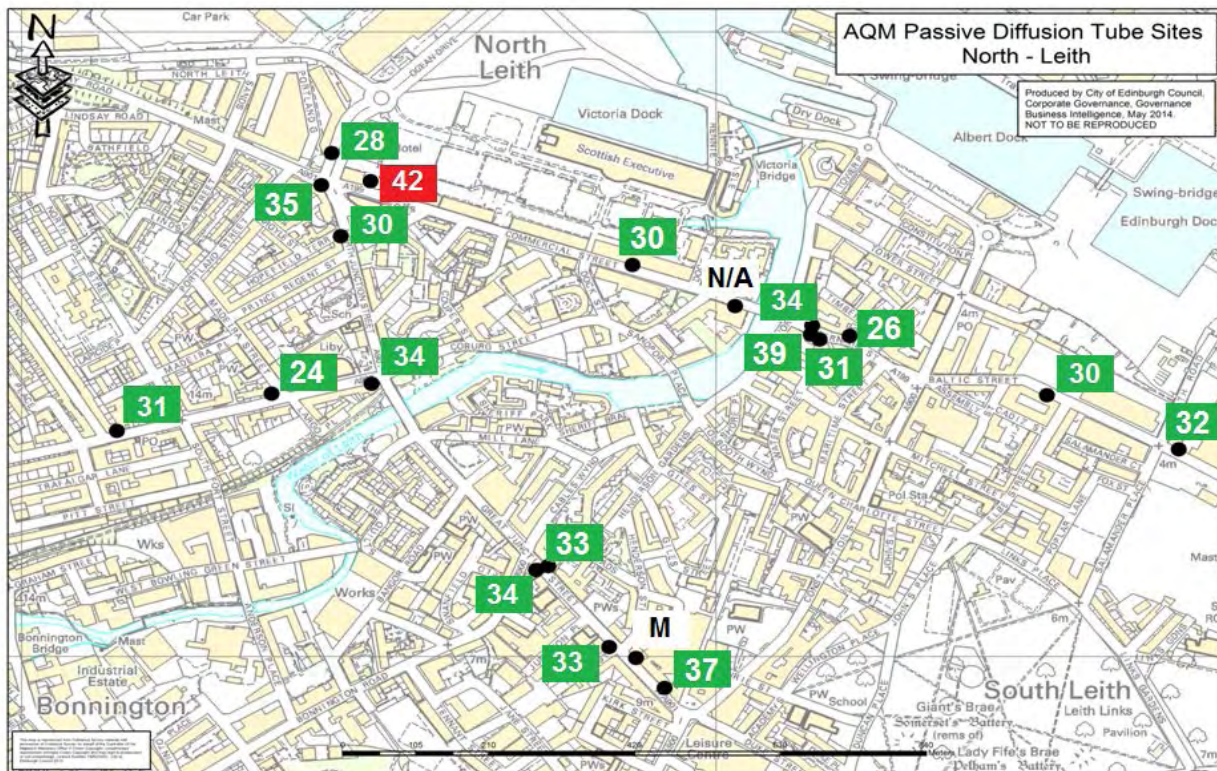
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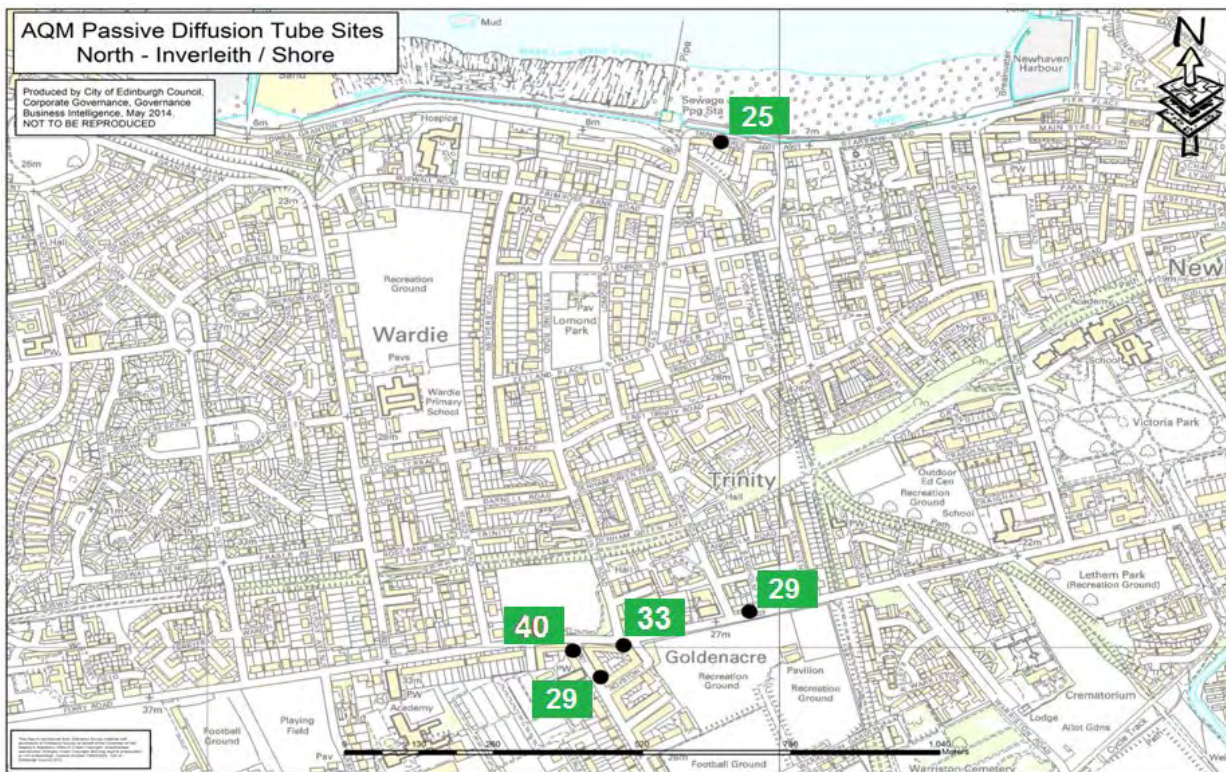
Links

Coalition pledges	P51 - Investigate the possible introduction of low emission zones
Council outcomes	CO10 – Improved health and reduced inequalities CO18 - Green - We reduce the local environmental impact of our consumption and production
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 - AQM Passive Diffusion Tube Sites North – Leith Appendix 2 - AQM Passive Diffusion Tube Sites North – Inverleith/Shore Appendix 3 - AQM Passive Diffusion Tube Sites West – St John’s Road and Newbridge Appendix 4 - AQM Passive Diffusion Tube Sites City Centre – North Appendix 5 – AQM Passive Diffusion Tube Sites East – Easter Road / London Road Appendix 6 – AQM Passive Diffusion Tube Sites South West – Slateford / Gorgie

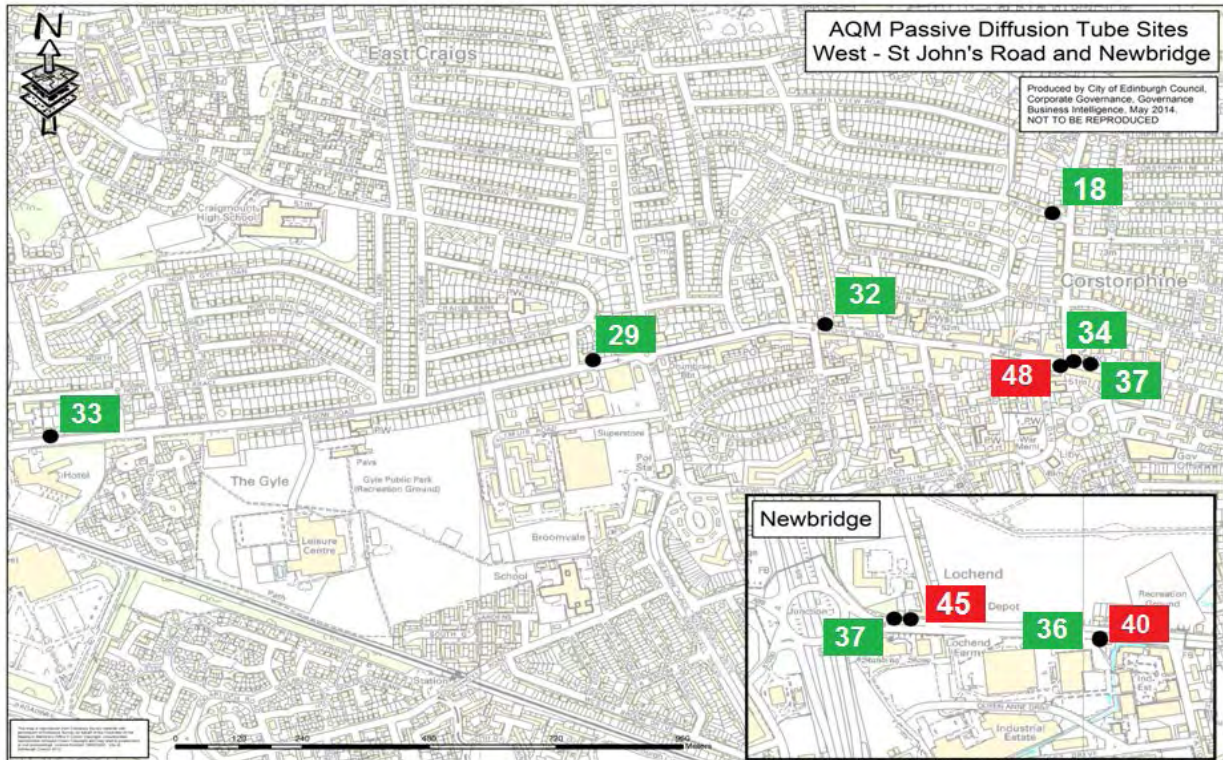
Appendix 1 - AQM Passive Diffusion Tube Sites North – Leith



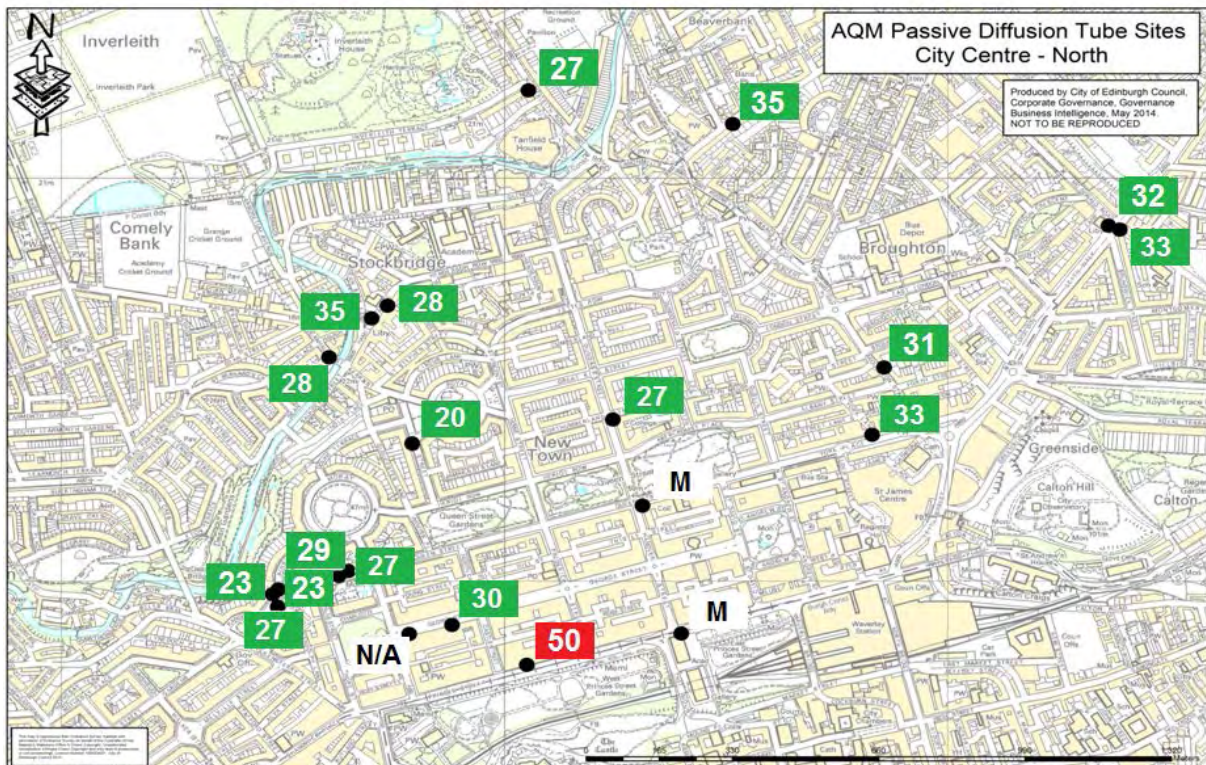
Appendix 2 - AQM Passive Diffusion Tube Sites North – Inverleith/Shore



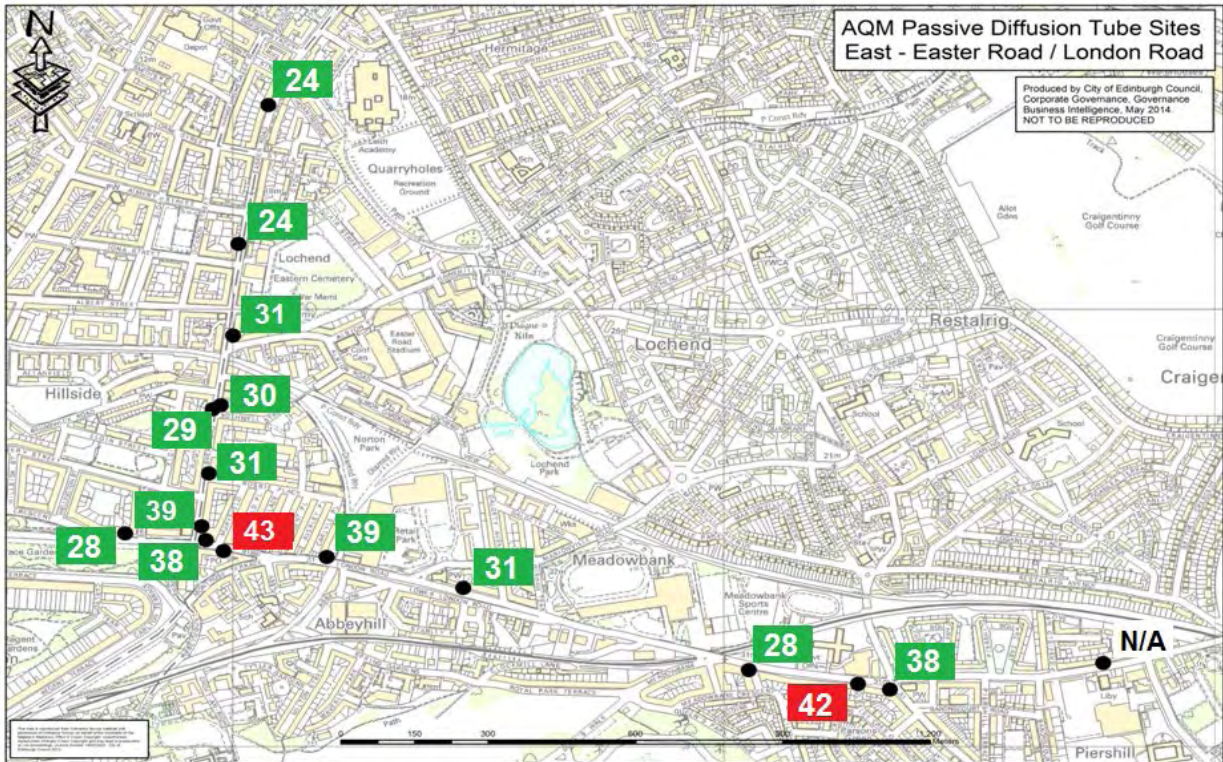
Appendix 3 – AQM Passive Diffusion Tube Sites West – St John’s Road and Newbridge



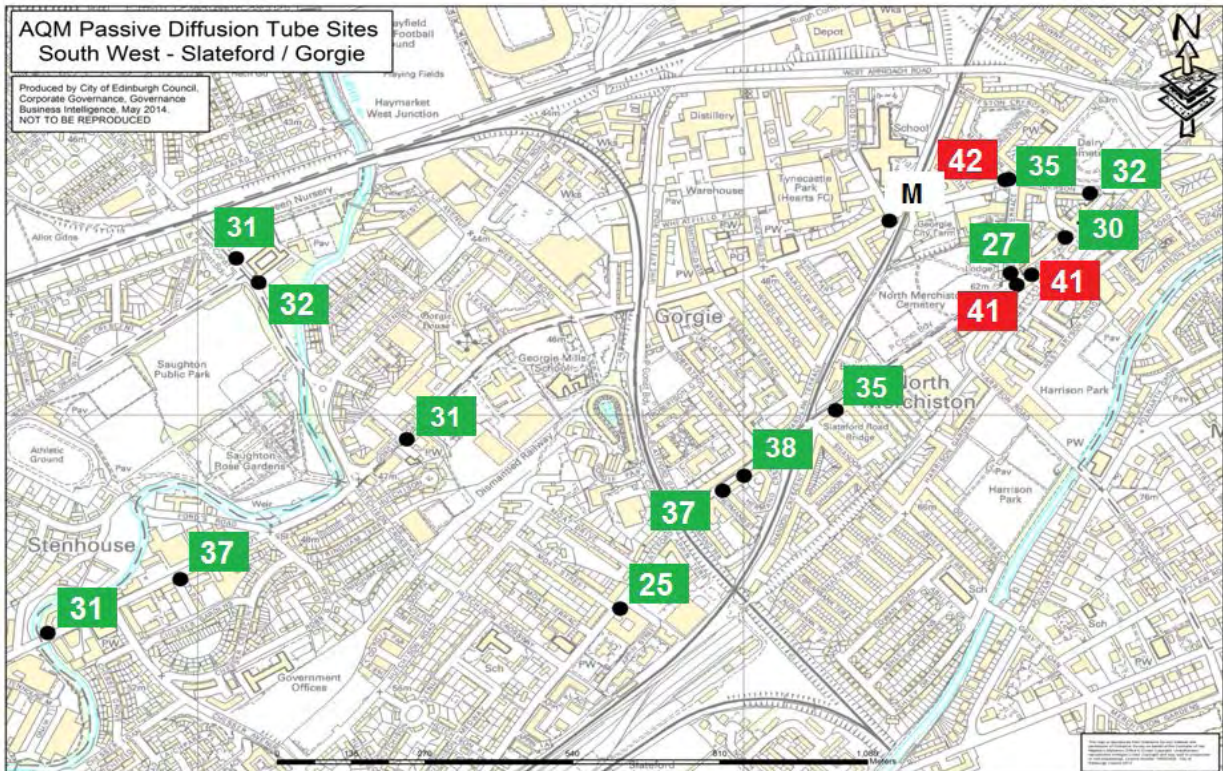
Appendix 4 – AQM Passive Diffusion Tube Sites City Centre - North



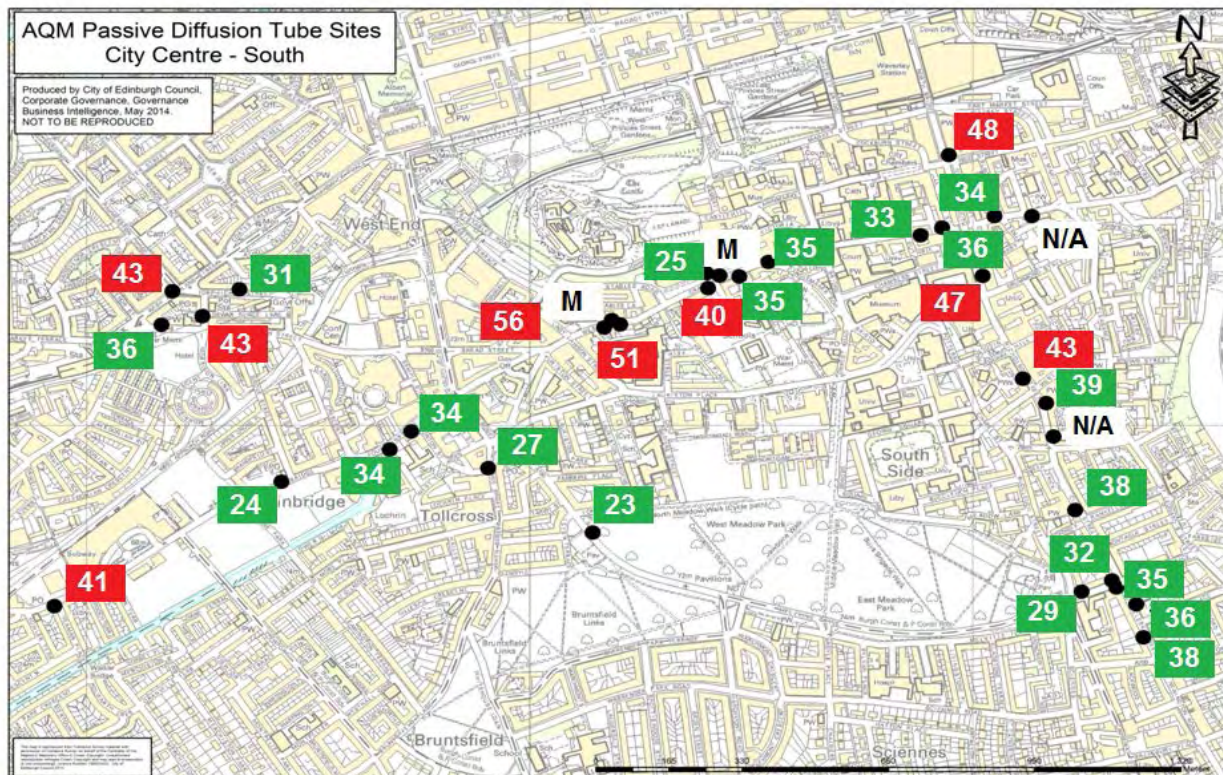
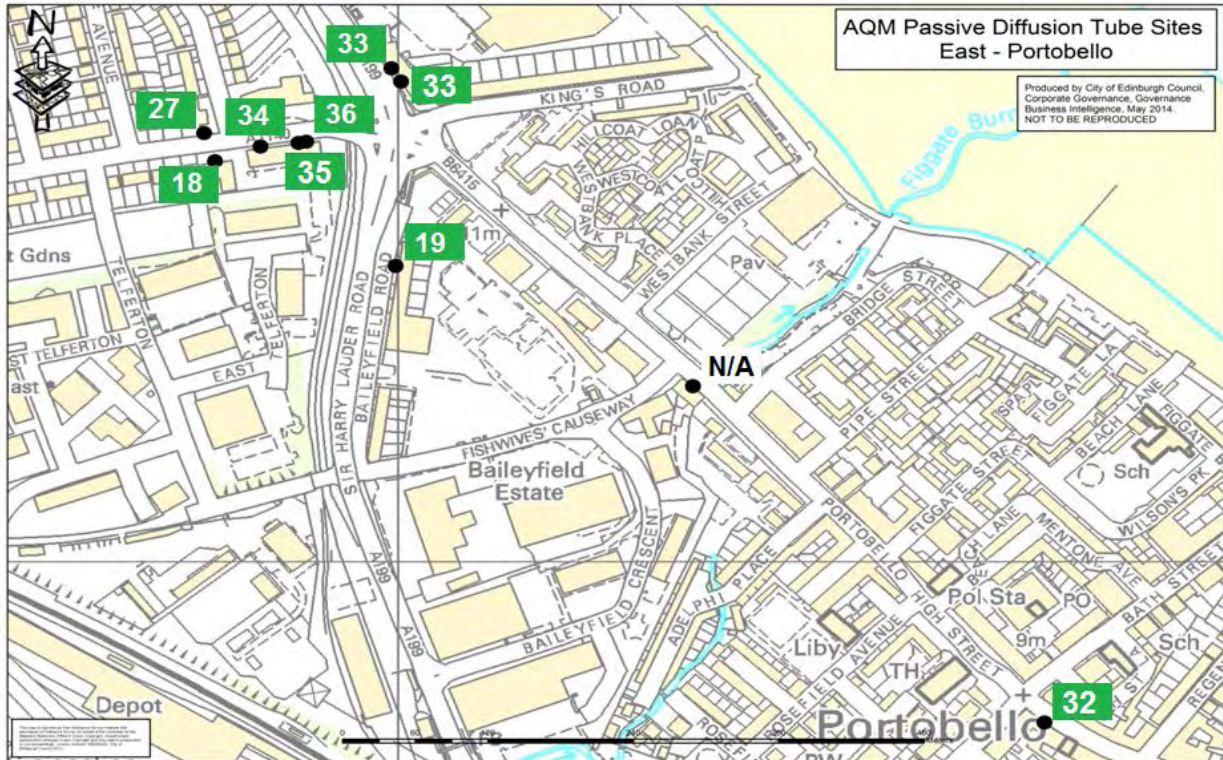
Appendix 5 – AQM Passive Diffusion Tube Sites East – Easter Road / London Road

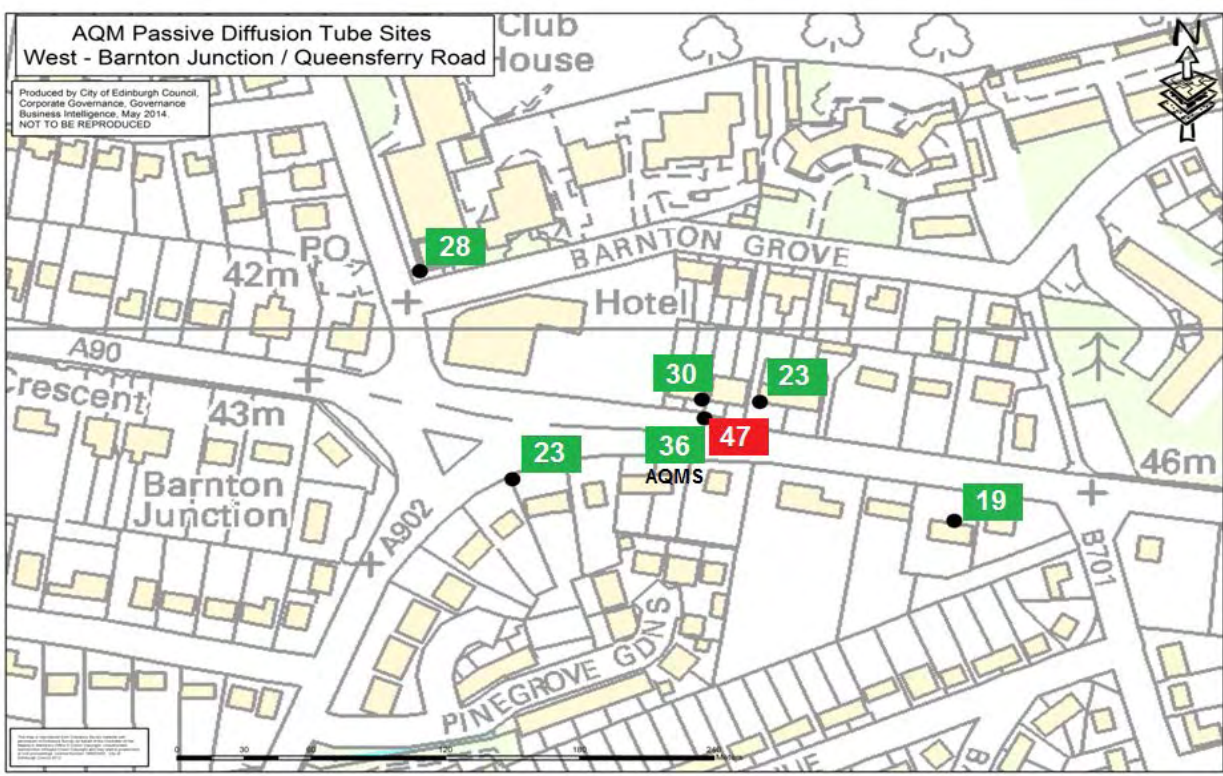
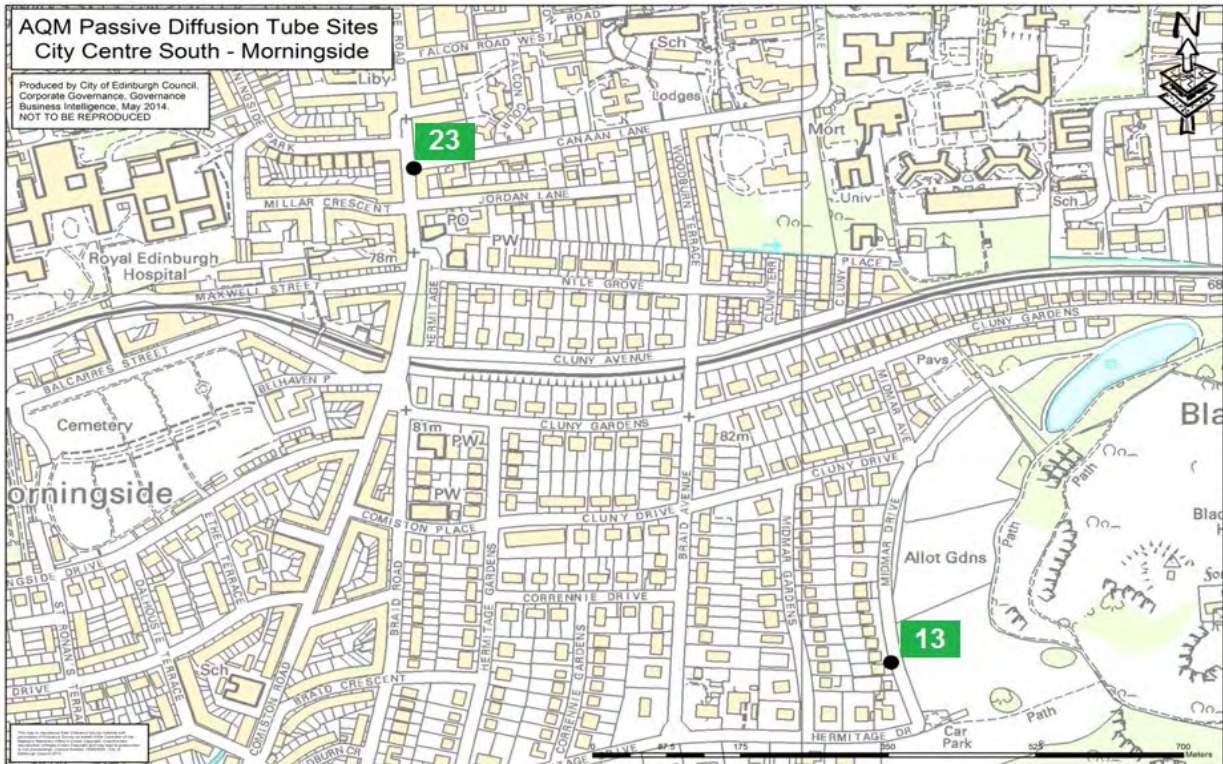


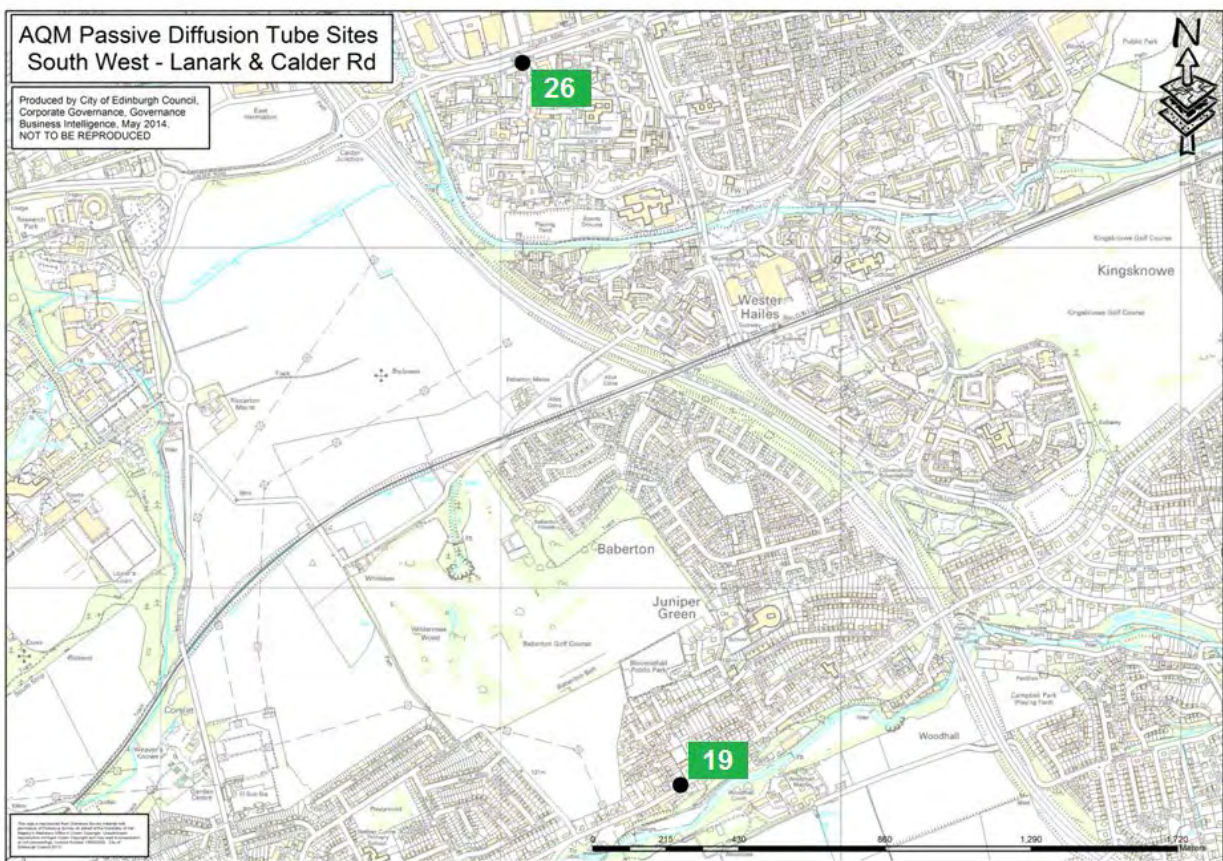
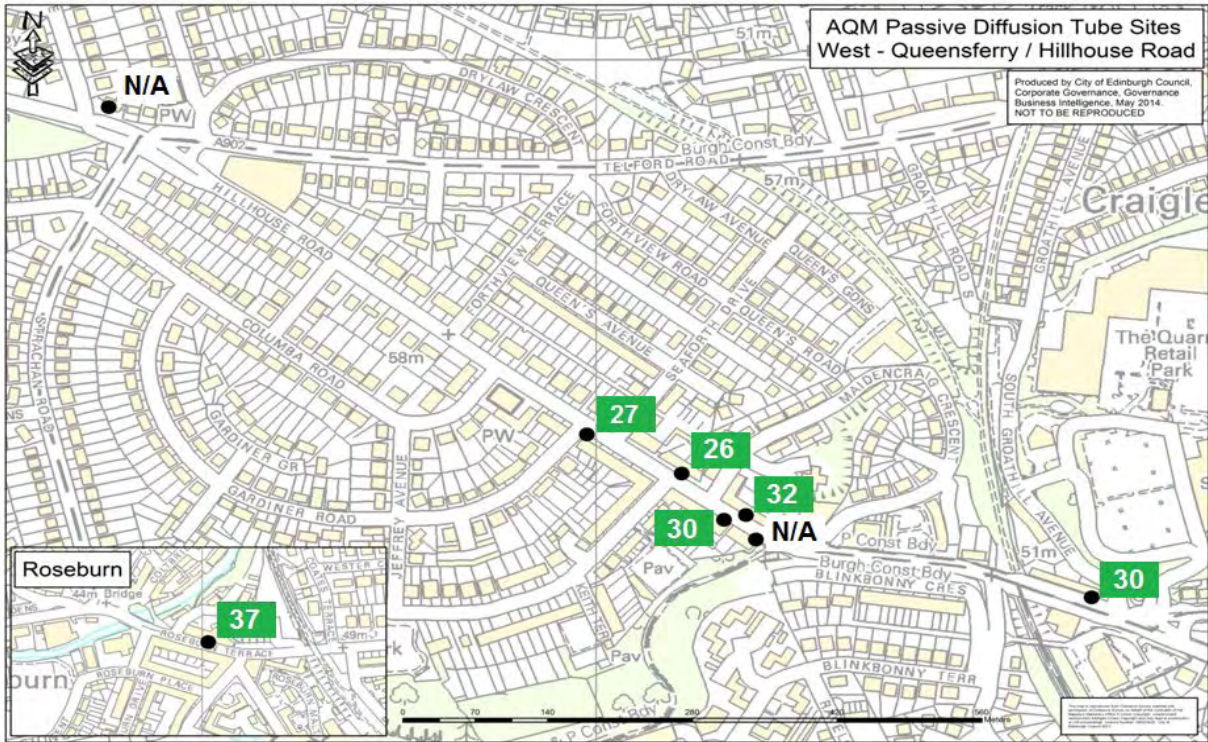
Appendix 6 – AQM Passive Diffusion Tube Sites South West – Slateford / Gorgie.

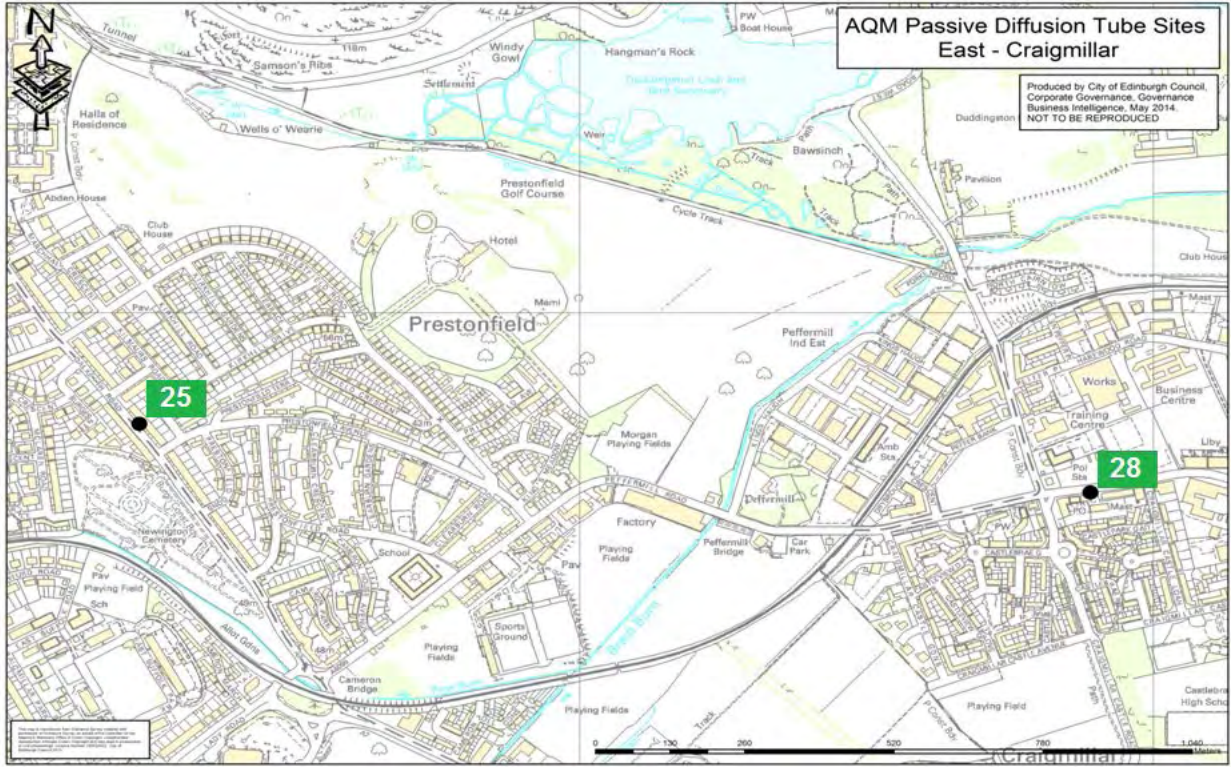


Appendix 7 – AQM Passive Diffusion Tube Sites -Others









Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Corporate Performance Framework: Performance from December 2014 to May 2015

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

This report provides an update on Council performance against the Transport and Environment strategic outcomes. The report is presented in line with an update on the Council's Performance Framework approved by the Corporate Policy and Strategy Committee in June 2014. It contains an overview of performance covering the period from December 2014 to May 2015. A more detailed analysis of waste and street cleansing performance can be found in the [Landfill and Recycling, and Cleanliness of the City](#) reports presented to Transport and Environment Committee on 2 June 2015.

Links

Coalition pledges	N/A
Council outcomes	CO25
Single Outcome Agreement	SO4

Corporate Performance Framework: Performance from December 2014 – May 2015

Recommendations

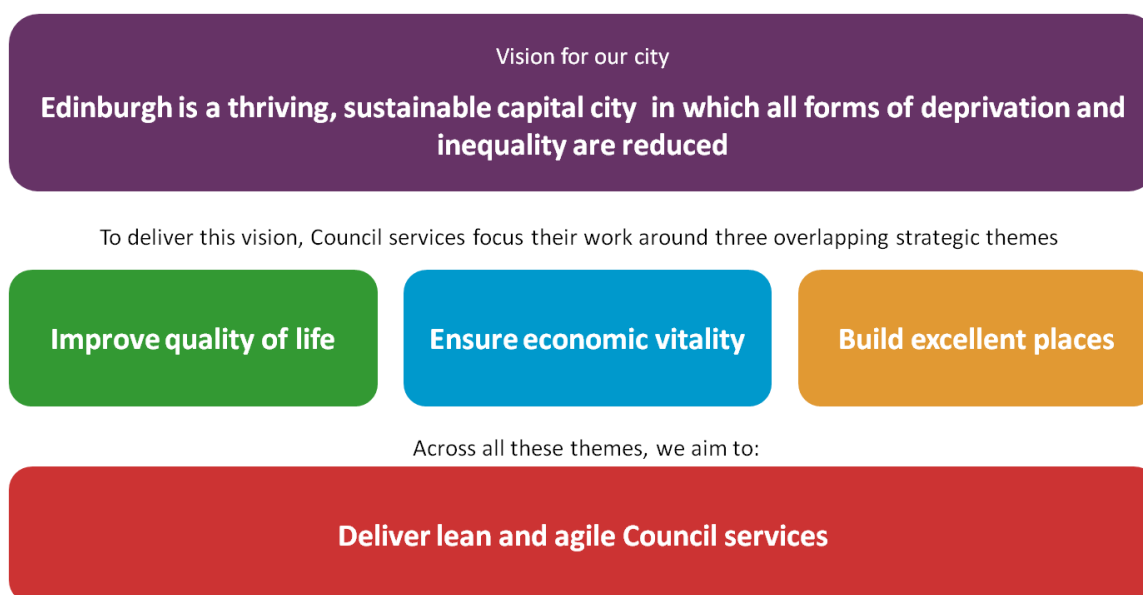
- 1.1 It is recommended that the Transport and Environment Committee notes the performance for the period from December 2014 to May 2015 and agrees the actions for improvement.

Background

- 2.1 The '[Review of political management arrangements](#)' report to the City of Edinburgh Council, on 24 October 2013, approved a number of revisions to committee business. It was agreed by Council that performance monitoring, review, and scrutiny will be led by the Executive Committees on a bi-annual basis with oversight by the Corporate Policy and Strategy Committee.
- 2.2 This report provides an update on Council performance against the Transport and Environment strategic outcomes for the period from December 2014 to May 2015.

Main report

- 3.1 The Council's Performance Framework is set out in the diagram below and takes account of the Council's vision for the City, and the four strategic themes which guide the work of all services.



- 3.2 This report provides a performance update on Transport and Environment outcomes under the Council Strategic theme: Build excellent places.
- 3.3 The Corporate Dashboard in [Appendix 1](#) provides an overview of performance in meeting these outcomes from December 2014 to May 2015. Further detailed information by indicator is provided in [Appendix 2](#).

Measures of success

- 4.1 This report provides detail on Council performance against delivery of Transport and Environment outcomes for the period from December 2014 to May 2015.

Financial impact

- 5.1 The financial impact is set out within the Council's Performance Framework.

Risk, policy, compliance and governance impact

- 6.1 Risk, policy, compliance and governance impact is integrated within the Council's Performance Framework.

Equalities impact

- 7.1 Reducing poverty, inequality and deprivation is integrated within the Council's Performance Framework.

Sustainability impact

- 8.1 The sustainability impact is set out within the Council's Performance Framework.

Consultation and engagement

- 9.1 Priorities and outcomes have been developed in consultation with stakeholders.

Background reading / external references

The [Council's Performance Framework](#) approved by Corporate Policy and Strategy Committee on 10 June 2014.

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges

Council outcomes CO25 – The Council has efficient and effective services that deliver on objectives

Single Outcome Agreement SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices

[Appendix 1: Corporate Dashboard](#)

[Appendix 2: Corporate Dashboard Indicator Detail](#)

Appendix 1: Dashboard December 2014 – May 2015

Build excellent places

Director's notes:

Recycling and Landfill

Phase 4 of the new kerbside recycling service involving a further 40,000 households was rolled out throughout June 2015. By simplifying the service for Customers and increasing the amount of material collected it is expected to yield an additional 3% to the overall citywide recycling rate over the year. The recycling Coalition Pledge target of 50% is not expected to be fully achieved by April 2016. However, it is anticipated that by the end of 2017 the 50% target will have been achieved or possibly surpassed. Achieving the target is dependent on the performance of enhanced recycling services and also on existing streams maintaining or improving their performance (for example garden waste).

However, the current year end forecast of 44.1% would represent an improvement of 5% on the 2014-15 result. Residents have engaged positively with the service and the extensive communications work being conducted by recycling officers has been well received with satisfaction rates increasing with each phase. Recycling yields have more than doubled since the introduction of the service. Phase 5 of the new recycling service is scheduled for October 2015. From late summer of this year, further improvements are being introduced to promote an increase in domestic communal recycling via two targeted pilot schemes which once fully evaluated are expected to be rolled out across the city. Benchmarking data for 2013/14 shows that the real cost per premises of waste collection and disposal in Edinburgh has fallen more quickly than the Scottish average over the previous three year period. Waste disposal costs per premises in Edinburgh are recorded as lower than any other major urban authority, while waste collection costs (net) are recorded as below the average for Scotland as a whole. Recycling rates in Edinburgh have grown more quickly than the Scottish average since 2010/11, and in 2013/14 remain higher than in any other major Scottish city authority. Alongside this, the amount of waste sent to landfill continues to fall – from approximately 137,300 tonnes in 2012/13 to 132,500 tonnes in 2013/14.








Roads and Street lighting

From April 2015, newly revised key performance indicators and targets have been introduced for the reporting of Roads and Street lighting repairs performance. Reporting has been aligned with the recommended code of practice guidelines of APSE (Association for Public Sector Excellence) and output data is being provided via the newly adopted 'CONFIRM' job ordering and asset management system. This will provide an opportunity to benchmark comparable performance accurately against other Scottish local authorities. Since reporting changes were introduced, performance has improved in both the 24 hour and the 5-day priority road defects completion category and staff confidence in the use of newly introduced mobile technology is increasing month on month. Improvements to overall performance are expected to continue going forward.

Cleanliness of the City

CIMS is the method used by The City of Edinburgh Council to assess street cleanliness. KSB (Keep Scotland Beautiful) 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. 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. As the CIMS survey is carried out by Keep Scotland Beautiful on behalf of the Council, and the survey is not undertaken for other Scottish local authorities, there is no benchmarking data available for this indicator. Benchmarking information is only available for the LEAMS survey, which is undertaken using a different methodology.



	Mar-15	Apr-15	May-15	Target
<u>Recycling</u>	36.7%	43.6%	43.7% 	52.5%
Recycling – Local Government Benchmarking Framework 13/14	Scottish Average - 42% Edinburgh Ranking 23 of 32			
<u>Amount of Waste landfilled (monthly)</u>	10,280	8,426	8,478 	10,377
<u>% of street lighting repairs completed: 2-hour emergencies</u>	n/a	58.5%	74.3% 	100%
<u>% of emergency road defects repaired within 24 hours</u>	n/a	68.3%	82.9% 	92%
	Oct-Dec 14	Jan-Mar 15	Target	
<u>Cleanliness of streets (CIMS)</u>	71	76 	72	
<u>% of streets clean</u>	96%	98% 	95%	
	2012/13	2013/14	Target	
<u>Road condition index</u>	34.0%	35.6% 	33.2%	


Appendix 2: Corporate Dashboard Indicator Detail




December 2014 – May 2015

Build Excellent Places

Indicator	Dec 14	Jan 15	Feb 15	Mar 15	Apr 15	May 15	Target	Status	Latest Note
% of Waste Recycled (Monthly)	33.1%	32.4%	34.8%	36.7%	43.6%	43.7%	52.5%		<p>May's recycling rate of 43.7% is 8.8% below the seasonally adjusted monthly target (52.5%). It is 0.3% higher than in May 2014. There has been a reduction in the quantity of garden waste disposed of at the kerbside (wetter weather) with 896 tonnes less presented than the previous year.</p> <p>People on the new recycling service are now recycling more. In May, these households recycled on average 3.8kg a week, more than double the city wide recycling average prior to the new service. On average in May, 77% of eligible households presented their recycling bin.</p>
Amount of Waste Landfilled (Monthly)	10,434	11,403	9,075	10,280	8,426	8,478	10,377		<p>Landfill tonnage for May was 1,899 tonnes less than the seasonally adjusted pledge target. Some waste that cannot be recycled is now able to be diverted as refuse derived fuel (RDF). In May, 1,815 tonnes of waste was diverted as RDF. This waste would previously have been disposed of via landfill. In May, 10,293 tonnes of non recyclable waste was disposed of, 84 less than the landfill target.</p>
% of street lighting repairs completed: 2-hour emergencies	n/a	n/a	n/a	n/a	58.5%	74.3%	100%		<p>There are ongoing issues with the way 2-hour emergency repairs are being closed in Confirm. Manual checking of the Confirm system has affirmed that 26 of the 35 2-hour emergencies were attended to within the 2 hour deadline. Refresh training is taking place with street lighting staff and performance is anticipated to improve, as mobile working is rolled out to nightshift Find and Fix squads during August.</p>
% of emergency road defects repaired within 24 hours	n/a	n/a	n/a	n/a	68.3%	82.9%	92%		<p>The number of emergency road defects made safe in May was 175 and from April to May this was 535. Staff are gaining confidence in the use of Confirm mobile technology and are more familiar with the new Performance Indicators.</p> <p>Performance levels for 24 hour defects have improved from 68.3% to 82.9% in the last month. A range of performance issues are being addressed. This includes working with Neighbourhoods to improve scheduling of inspections to allow better programming of work to meet targets, and discussions around transfer of budgets to allow Neighbourhoods to prioritise and control works in their areas.</p>

Indicator	Oct-Dec 14	Jan-Mar 15	Target	Status	Latest Note
CIMS	71	76	72		
% of streets clean	96%	98%	95%		

Indicator	2012/13	2013/14	Target	Status	Latest Note
Road condition index	34.0%	35.6%	33.2%		The Council budget for 2013/14 (capital and revenue) on road repairs and improvements was £33 million. However such are the demands on the City's Roads network that a new approach is being developed in order to achieve a sustained improvement in the condition of the roads network. This approach involves a more preventative approach based on using a different range of lower cost surface treatments across a greater number of roads and not just the ones that are in the worst condition. Road Services are currently identifying locations and alternative treatment methods in order to pilot this approach throughout the Summer 2015. The evaluation of this pilot will then be reported to the Transport and Environment Committee.

Key					
	PI is below target and tolerances.		PI is below target but within tolerances.		On target.

Transport and Environment Committee

10 am, Tuesday, 25 August 2015

Services for Communities Financial Monitoring: Month 3 2015/16

Item number
Report number
Executive/routine
Wards

Executive summary

Services for Communities (SfC) is forecasting the following outturn positions against its approved 2015/16 revenue and capital budgets:

- General fund revenue budget – balanced
- General fund capital budget – balanced

These forecasts should be considered in the context of significant pressures and risks in both capital and revenue budgets.

Links

Coalition pledges	P30
Council outcomes	CO25
Single Outcome Agreement	SO4

Services for Communities Financial Monitoring: Month 3 2015/16

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes Services for Communities (SfC) financial position and the actions underway to manage pressures.

Background

- 2.1 SfC provides a diverse range of services and budget management presents significant complexity, challenges and risks.

2014/15

- 2.2 In 2014/15 SfC achieved a balanced revenue outturn. This was achieved against a backdrop of budget pressures of over £10m. These pressures were addressed by careful budget management throughout the financial year. In response to budget pressures in Health and Social Care, Corporate Leadership group agreed to stop discretionary/non committed expenditure in the final quarter. The resulting saving in SfC meant that the service did not require £3m of earmarked reserves, which had been set aside for shortfalls in savings from the Council's internal improvement programmes.
- 2.3 SfC was also able to bring forward asset management works to generate acceleration of £4m in its capital investment programme. This acceleration was used to offset slippage elsewhere in the Council, ensuring the Council fully utilised available capital resources.

2015/16

- 2.4 The Council set its budget for 2015/16 on 12 February 2015. Additional SfC savings of £7.5m were approved and additional revenue funding was provided for property repairs and maintenance, roads and footway improvements and a new shared repairs service. The budget also provided additional capital funding for roads and pavements (£3m) and property improvements (£3.4m).
- 2.5 Following these decisions the gross revenue budget for SfC now stands at £460m. Taking account of income, the net revenue budget is £133m. The general fund capital allocation for SfC is £86m.

- 2.6 SfC is also responsible for the Housing Revenue Account (HRA). Financial monitoring of this account will be reported separately to Health, Social Care and Housing Committee.

Main report

Revenue Budget

- 3.1 SfC is currently projecting a balanced position for 2015/16, although is reporting significant pressures and risks.
- 3.2 In addition, in order to address severe financial difficulties in the Health and Social Care budget, Corporate Leadership Group agreed to identify measures to reduce expenditure across the Council. SfC has developed proposals totalling £1.65m. The total funding package for Health and Social Care, including services for SfC contribution, will be considered by the Finance and Resources Committee on 27 August 2015.

Pressures and Risks

- 3.3 Finance staff have worked closely with service managers to provide an initial assessment of the main pressures and risks in the SfC revenue budget. The most material are considered to be:
- Corporate Property Savings Shortfall - £5.5m
The Integrated Property and Facilities Management improvement programme (iPFM) has not delivered the level of savings originally anticipated. This area is being reviewed as part of the Transformation Programme and initiatives are being taken forward within Corporate Property to reduce this gap, but there is still likely to be a significant over spend in the current financial year.
 - Waste Services Shortfall - £2.2m
This pressure is due to a number of factors, including additional landfill tax, removal of food waste grants, staffing budget pressures, additional vehicle costs, recycling redesign delays and increasing waste volumes. In addition, the time taken to secure agreement to implement savings in public conveniences has contributed to this pressure.

- Property Repairs and Maintenance

The reactive property repairs and maintenance budget was overspent by £1.5m in 2014/15. This level of expenditure was required to make properties wind and watertight and meet all health and safety requirements. An additional £2m has been provided in the current financial year, but there is still a risk that it will not be sufficient.

- Edinburgh Building Services (EBS)

A combination of an increase in operating costs due to changes in terms and conditions and a reduction in income has created a gap in the surplus projected for EBS Housing.

Savings Implementation

3.4 The SfC budget for 2015/16 contains £10.5m of new savings, £7.5m of which were approved in February 2015 with the balance having been approved in previous budgets. The implementation of each saving is being tracked and reviewed by SfC senior management team on a monthly basis.

3.5 Savings are given a red, amber or green status, depending on the level of confidence there is that they will be delivered. At month 3, 50% of savings have a green status, 24% have an amber status and 26% have a red status. The savings with a red status relate to Corporate Property and are included in the pressure described in paragraph 3.3.

Contingency Planning

3.6 In view of the financial challenges described above, SfC needs to implement a number of measures to ensure that expenditure can be contained within budget. Currently, a contingency of £4.3m has been created by reducing budgets across the service on a one-off basis. Budgets for Transport and Housing have each been reduced by £1m, with other areas of SfC implementing reductions of up to £0.4m. Additional income is also forecast from tram advertising. These measures are being carefully monitored and reported to SfC senior management team alongside SfC's other savings.

3.7 In addition, there are £2.6m of earmarked balances remaining, which may be used to address shortfalls in Waste and Corporate Property.

3.8 Together these measures are insufficient to address pressures and risks in full. In order to achieve a balanced position, the Director of Services for Communities is reviewing all budgets to determine where pressures may be reduced and additional income may be generated. Last financial year, following the decision to stop discretionary/non-committed expenditure in the last quarter, there were significant under spends in Transport, Neighbourhood budgets. There was also an increased level of planning and building warrant income.

- 3.9 Following this analysis, it may be necessary to implement further budget reductions to manage risks and pressures.

Capital Investment Programme (CIP)

- 3.10 The revised CIP has been realigned and re-phased to ensure that projects reflect the most up to date cash flow projections. The capital monitoring team within Finance has worked closely with project managers to ensure that optimism bias has been avoided where possible. Project managers have been asked to consider risk issues such as adverse weather or other uncontrollable factors that can impact on delivery and to build this into budgeted cash flows.
- 3.11 In view of this recent realignment, a balanced position is forecast at month 3.

Measures of success

- 4.1 General fund revenue expenditure for 2015/16 is within budgeted levels.
- 4.2 Successful delivery of the SfC's capital investment programme within budget levels.

Financial impact

- 5.1 There are no direct financial implications arising from this report.

Risk, policy, compliance and governance impact

- 6.1 There are no direct risk, policy, compliance or governance implications arising from this report.

Equalities impact

- 7.1 The contents of this report, analysis and recommendations do not impact the Equality Act 2010 public sector general equality duty.

Sustainability impact

- 8.1 Successful delivery of SfC's budget will support continued improvement in environmental standards such as cleanliness and recycling.

Consultation and engagement

9.1 Consultation on budget proposals was undertaken as part of the Council's budget process.

Background reading/external references

None.

John Bury

Acting Director, Services for Communities

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Links

Coalition pledges	P30 – Continue to maintain a sound financial position including long term financial planning
Council outcomes	CO25 – The Council has efficient and effective services that deliver on objectives
Single Outcome Agreement	SO4 – Edinburgh's communities are safer and have improved physical and social fabric
Appendices	

Transport and Environment Committee

10.00 am, Tuesday, 25 August 2015

Edinburgh Street Design Guidance

Item number	7.13
Report number	
Executive/routine	
Wards	All

Executive summary

The new Street Design Guidance for Edinburgh seeks to provide consolidated guidance to those changing or adding to any part of the street network in Edinburgh.

A draft version of the new Guidance was approved for consultation by this Committee on 18 March 2014. Consultation has been carried out and modifications made. This report seeks the Committee's approval for the guidance, covering the Council's overall approach to street design, design principles for different types of street and a limited amount of detailed guidance.

The new guidance has been prepared in the context of Designing Streets, the Scottish Government's policy on street design. This moves away from an approach to design that has centred on catering for cars, towards one that focuses on place making and sustainable forms of transport. Edinburgh's new Street Design Guidance will complement the Edinburgh Design Guidance, and help to achieve the Council's wider policy objectives relating to a safer, more accessible, sustainable, healthier and prosperous Edinburgh.

Links

Coalition pledges	P31 , P40
Council outcomes	CO7 , CO8 , CO9 , CO19 , CO26
Single Outcome Agreement	SO1 , SO2 , SO4

The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and should therefore be referred for approval to the Planning Committee.

Edinburgh Street Design Guidance

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the new Edinburgh Street Design Guidance presented in Appendix 2;
 - 1.1.2 notes the intention to submit a further report on the Street Design Guidance and the roads and footways capital programme;
 - 1.1.3 notes that part C of the guidance made up of detailed Factsheets will be developed and reported to future meetings of this Committee;
 - 1.1.4 notes that there will be a report back to the Committee on initial experience with use of the guidance by the end of 2016. In the meantime, authorises the Head of Transport to make necessary drafting changes to the guidance as presented with this report. (see para 3.8); and
 - 1.1.5 refers the Guidance to the Planning Committee for approval for matters within its remit.

Background

Developing new street design guidance

- 2.1 With the Committee's approval on 18 March 2014, a draft version of the new Guidance was made available for public and stakeholder consultation. The consultation responses, comments and feedback have been used to inform a further review of the draft guidance by an external group of experts. Thereafter internal and external user reference groups were established to provide more detailed feedback on the issues highlighted through the consultation activities. Appendix 1 presents the key issues and recommendations from the consultation activities.

Main report

- 3.1 New street design guidance has been produced for three main reasons:
 - to ensure local street design practices in Edinburgh align with Designing Streets, the Scottish Government's policy on street design;

- to ensure that street design supports the Council's wider policies, in particular transport and planning policies; and
 - to bring together previously separate Council guidance on street design in a more user-friendly format.
- 3.2 Edinburgh has been at the forefront of street design since the 1990s through the preparation of the Edinburgh Streetscape Manual (1995). This document was the forerunner of the Edinburgh Standards for Streets (2007) and helped to shape the current street design guidance, highlighting those elements of streets that make Edinburgh special.
- 3.3 The UK Design Manual for Roads and Bridges (DMRB) provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads. In the absence of an equally detailed and comprehensive design manual for urban streets (such as exists in some other European countries), the DMRB is used by the majority of local authority road designers and engineers. This causes problems because many DMRB design standards are not appropriate for most urban streets. Designing Streets recognises this issue. Edinburgh's new street design guidance will replace the DMRB as the first reference point for street design in the city. DMRB will remain applicable to some aspects of design that are not covered by the Guidance (eg most aspects of bridge design) or where referenced in the new Guidance.
- 3.4 The new Guidance is intended to complement the Council's Edinburgh Design Guidance approved by the Planning Committee and will form one of the six new pieces of consolidated non-statutory guidance (see Background Reading and External References section).

Application of the Guidance

- 3.5 This Guidance will be used for the design of all aspects of projects that maintain, alter or construct streets, including urban paths, in Edinburgh. Such projects include:
- Carriageway and footway maintenance and renewals;
 - Alterations to existing streets including surfaced paths;
 - Utility installations and reinstatements; and
 - New streets associated with development or redevelopment (through the Road Construction Consent process).
- 3.6 It will not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

- 3.7 The Guidance will also apply to those Council services which manage the use of streets and streetspace for various purposes. These include The Council's Planning and Building Standards, Parks and Greenspaces, Waste and Fleet Services, Economic Development and Trading Standards and Licensing for events, activities and licensing for street use eg for tables and chairs, market stalls etc. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to follow the Guidance in order to realise the outcomes it sets out to achieve. This will require dissemination of the guidance and training (see 3.21).
- 3.8 The new guidance is at the forefront of development in this field in Scotland and the UK. With this in mind it is proposed to monitor its implementation over an initial period, make drafting changes as necessary, and report back by the end of 2016 (this report will highlight any significant drafting changes).

Key changes in street design

- 3.9 The Guidance is intended to bring about a shift in emphasis, in a consistent way, in all street design in the city. It covers all projects from road and pavement renewals to streets built as part of new developments. It requires incorporating design changes in line with the guidance into all projects, including roads and footway renewals.
- 3.10 Some of the key differences that this design guidance will make are summarised below and outlined in more detail in Appendix 2:
- Shifting design emphasis from movement to place;
 - Increasing the priority given to pedestrians and cyclists in street design, by:
 - a making junctions more pedestrian friendly by providing sharper corner radii to slow down turning vehicles, widening the use of raised road junctions, introducing 'continuous pavement' at side road crossings and providing pedestrian phases and advanced cycle stop lines at all signalled junctions;
 - b reallocating road space for the benefit of cyclists and pedestrians by using narrower and/or fewer vehicle lanes to reduce traffic speeds and to make streets more flexible to enable either better provision for cyclists or wider pavements;
 - c providing crossings for pedestrians and cyclists (eg 'pelican' and 'toucan' crossings) on desire lines and closer to junctions;
 - d making pavements more accessible for those with pushchairs, prams and reduced mobility by keeping the walking area of the footway as level as possible, including at driveway crossings;

- e minimising the use of guardrails;
 - f providing tactile paving and dropped kerbs at all crossing points and 24 hour protection from parking across these crossing points;
 - g providing 'walking zones' clear of obstacles on footways;
 - h de-cluttering streets by minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions;
 - i in order to help reduce speeds, generally not reinstating road centrelines anywhere on the 20mph network, other than on strategic routes and the immediate approach to signalled junctions and stop lines/give ways.
- Clarifying the requirements for Sustainable Urban Drainage (SUDs), the approach to drainage which seeks to 'design out' flood risk.

Structure and format of the Guidance

- 3.11 The new Edinburgh Street Design Guidance Parts A and B are attached at Appendix 2. These cover the Council's overall approach to street design and design principles for different types of street, to assist those changing or adding to any part of the street network in Edinburgh.
- 3.12 Part A provides the Introduction, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design and the objectives that the Council would expect street design to be measured against.
- 3.13 Part B introduces the Edinburgh Streets Framework and a map of street types (in Appendix 3). It sets out detailed design principles for each street type.
- 3.14 Part C will provide the Detailed Design Manual also known as Fact Sheets. It will contain a large amount of detailed and technical information to implement the guidance. Part C is more of a 'live' document and will be updated as best practice, policies and legislation change.
- 3.15 If approved, the Street Design Guidance will supersede key Council documents, for example, The Edinburgh Standards for Streets, and Movement and Development as well as a large amount of technical guidance.
- 3.16 Over the next year, sections of Part C will be brought for approval and the new guidance will be 'road tested' with these factsheets. During the same period a tailored web-based version will be developed. By the end of 2016 it is proposed to bring back a revised version of the Guidance based on feedback from the first year's use.

3.17 Since the beginning, the process has encountered delays due to detail, complexity and the scale of expertise required to produce a complete suite of factsheets. Response to the public consultation on the draft Guidance and its limited number of factsheets was overwhelmingly supportive but also complex and detailed in nature. Moreover, organisations and pressure groups highlighted the importance of “getting the technical details right”. In early 2015, an external experts’ workshop was undertaken to discuss the consultation outcomes and how to progress with the draft Guidance. This recommended taking a phased approach. The recommendation was to finalise the main Guidance document coupled with few factsheets and thereafter concentrate on the remainder of the factsheets.

Application to carriageway and footway renewals

3.18 Applying the guidance to the Council’s responsibility for carriageway and footway renewals requires further consideration on how these works will be carried out, and budgeted. At present much of the programme consists of ‘like for like’ replacement, though some limited changes are made, including incorporating dropped kerbs in most footway renewals schemes and enhancements to streets in Conservation Areas. From time to time opportunities are taken to make bigger changes alongside a large renewals project.

3.19 Following adoption of the new Guidance, a more detailed report will be brought back on how the Guidance will be used in carriageway and footway renewals together with an assessment of any financial impact.

Procedure for Committee Approval

3.20 The Edinburgh Street Design Guidance will influence a wide range of works on the street under roads and transport legislation. The Committee Terms of Reference and Delegated Functions places responsibility for public realm with the Transport and Environment Committee and the guidance, therefore requires the approval of the Transport and Environment Committee in respect of those matters within its remit. The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and in the development of masterplans and design briefs. The guidance will therefore be referred to the Planning Committee for approval.

User Training

3.21 Training sessions for internal users and elected members, managers and officers are key to the successful application of the Guidance. These will help give a better understanding of the Guidance’s design approach and its requirements. They will be undertaken in the year following the Guidance’s publication.

Measures of success

- 4.1 The measure of success will be that the application of this Guidance will deliver streets that meet the Guidance's objectives; that is streets that are:
- are welcoming, inclusive and accessible to all;
 - are easy to navigate;
 - are attractive and distinctive;
 - give priority to sustainable travel (walking, cycling and public transport);
 - are safe and secure;
 - are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality.
 - respect key views, buildings and spaces reflect the needs of local communities; and
 - are resilient, cost-effective and have a positive impact on the environment over their life-cycle.
- 4.2 In order to monitor progress and help the necessary change happen, it is proposed to establish an independent peer review group which will consider progress and make recommendations for improvements. It is suggested that membership be drawn from the Edinburgh Design Panel, the Transport Forum, the Active Travel Forum and the Access Panel.

Financial impact

- 5.1 The Edinburgh Street Design Guidance will influence the costs associated with the implementation and delivery of street improvements. It is expected that the rationalisation of design guidance will provide greater certainty to both maintenance and capital programmes and in budgeting for new developments.
- 5.2 If the Guidance is approved by Committee, a review will be undertaken on potential financial implications of the Guidance regarding Transport Capital Programmes. This will be reported at a future meeting of this Committee.
- 5.3 It is anticipated that applying the guidance to the Council's responsibility for carriageway and footway renewals would require significant change to the way this work is carried out, and to budgeting. At present much of the programme consists of 'like for like' replacement, though some limited changes are made, including incorporating dropped kerbs in most footway renewals schemes and enhancements to streets in Conservation Areas. From time to time opportunities are taken to make bigger changes alongside a large renewals project.

- 5.4 Following adoption of the new design guidance, it is anticipated that the following changes should be made:
- A wider range of design changes should be included as standard in renewals projects. For example raised crossings at side roads should be introduced as standard as part of any renewal on a shopping street.
 - A simple review process should be introduced to identify potential additional design changes. So, for example, the presence of a school near a junction that is due for renewal could trigger consideration of enhanced measures to prioritise pedestrians and cyclists as part of a renewal project.
 - The process for identifying the list of renewals projects to be taken forward should be reviewed, with a view to increasing the scope for carrying out more comprehensive projects.
- 5.5 The principal benefit of these changes would be to significantly increase the degree of integration and coordination between the functions of keeping the road and pavement network in acceptable condition on the one hand, and making changes to enhance the street as a place and its safety; and improve travelling conditions, particularly for priority road users, on the other hand. The overall result should be a more efficient use of the Council's Transport Capital Budget.
- 5.6 It is proposed that for a transition period a portion of the renewals budget could be set aside in order to fund these changes. After this period, the process of identifying changes could take place sufficiently early that the costs could be incorporated in the core renewals programme.
- 5.7 Setting out basic and desirable treatments in Edinburgh's streets in a consistent way will help make better use of the developers' contributions.

Risk, policy, compliance and governance impact

- 6.1 The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. It aligns the street design practices and procedures in Edinburgh with Government's streets and place making policy. The new guidance complements the Edinburgh Design Guidance, and helps to achieve the Council's wider policy objectives.
- 6.2 Application of the Guidance will help reduce 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 Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence.
- 7.2 Improvements to streets would result in enhancements of equalities and rights with benefits:
- to health, for example, through new public spaces and active travel;
 - to individual, family and social life, for example, through provision of public seating, walking and cycling and the provision of shared spaces;
 - to legal security, for example, through clear signage and regulation information;
 - to physical security, for example, through safer places with improved layouts and lighting; and
 - to age and disability, for example, through better use of materials, furniture, layouts and legibility of public streets and spaces.
- 7.3 The Council acknowledges the concerns raised by some streets users, therefore any first application of a new Shared Surface/Space concept in Edinburgh streets will involve consultation with street users, particularly with mobility-impaired, blind and partially sighted groups.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will help to reduce carbon emissions through the priority the new guidance will give to travel by more sustainable forms of transport.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and sources that are local to the area.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh through the application of values to promote sustainable design which will include measures to improve sustainable drainage, the use of better materials and help to increase pedestrian and cycle priority thereby assisting in the reduction of car use.

- 8.5 The proposals in this report will help achieve a sustainable Edinburgh as improvements to streets and places are recognised as being a key to economic wellbeing.
- 8.6 The proposals in this report will assist in improving social justice by improving street design and places to cater for all users and increasing accessibility for all.

Consultation and engagement

- 9.1 The success of the guidance will depend upon the extent to which the users have confidence in it, thus consultation with user groups has been employed to guide and shape the street design guidance from its start to the end. The extensive consultation was complimented by awareness-raising presentations and workshops with stakeholders, at the Transport Forum; Edinburgh Access Panel and Edinburgh Urban Design Panel, and with elected members at the Transport and Environment Policy and Review Committee. These have been used to inform the scope of the policy and to provide direction for the principles and the detailed fact sheets.
- 9.2 A programme of public consultation and consultation, targeted at key user groups, was also employed to develop the draft guidance to its final form. Residents, key stakeholders and interested parties were asked to comment and encouraged to focus on key issues through a series of target questions using a survey monkey questionnaire. The consultation also sought to identify, through workshops and review sessions with groups and organisations, where there were key street issues to address.
- 9.3 An experts review workshop and additional targeted consultation with the key internal and external users contributed to, and informed the final version of, the Guidance document and will continue informing the detailed Fact Sheets.
- 9.4 The main issues and recommendations from the consultation include:
- a) the public and key stakeholders welcomed the draft guidance but many were concerned that, for it to work effectively, it needed to be shorter, clearer and easier to use;
 - b) the key principles need to be clearer from the start with stronger advice on equalities and designing for disabled people;
 - c) the factsheets need to be more comprehensive and technical, while making better use of pictures and illustrations;
 - d) staff training and engagement is crucial to ensure that designers take ownership of the document and adopt its principles;

- e) the number of street types and design principles needed to be reviewed with more guidance on how to categorise each street;
- f) there was overwhelming support that streets should be designed for pedestrians, cyclists and public transport users;
- g) there were concerns regarding the widespread introduction of shared surfaces from blind and partially sighted consultees; and
- h) there was too much focus on how the guidance applied to new projects over routine maintenance.

9.5 The main changes as a result of the consultation responses include:

- a) the main Guidance was slimmed down, jargon was removed and explanations became more concise;
- b) there is a new section on the guiding principles which also highlights the Council's commitment to equality and the requirements for Equality and Rights Impact Assessment (ERIA);
- c) a phased approach was adopted to produce the factsheets to provide the required technical detail;
- d) staff training is planned within the year following the publication of the Guidance;
- e) the design principles for each street type have undergone a detailed review and a GIS map has been produced to illustrate the existing street types/categories in Edinburgh (see Appendix 3);
- f) the guiding principles section emphasises the importance of place making and priority for pedestrians, cyclist and public transport;
- g) despite the perception, the wide spread use of shared space is not encouraged in the Guidance. Any shared space proposals are subject to detailed consultation with vulnerable user and equality groups. They have to address "comfort space" and "courtesy crossings" for vulnerable road users who do not wish to share space; and
- h) the updated design principles for each street type make it clear what small to large renewal schemes, reconstruction and new build schemes have to address in order to bring our streets to a good standard and go beyond the basic requirements.

Background reading/external references

- Edinburgh Street Design Guidance – Draft for Consultation, Transport and Environment Committee Report, 18 March 2014
- Designing Streets, Scottish Government Policy Statement, 2011
- Movement and Development, Planning Guidance 2000
- Bus Friendly Design Guide, 2005
- Edinburgh Standards for Streets, 2007
- Edinburgh Public Realm Strategy, 2009
- Local Transport Strategy 2014-19
- Active Travel Action Plan, 2013
- Non-statutory Edinburgh Planning Guidance Suite
 - ✓ Edinburgh Design Guidance, 2013
 - ✓ Guidance for Householders, 2012
 - ✓ Guidance for Businesses, 2014
 - ✓ Listed Buildings and Conservation Areas, 2014
 - ✓ Developer Contributions and Affordable Housing, 2014
 - ✓ Edinburgh Street Design Guidance, Draft for Consultation, 2014

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Links

Coalition pledges	P31 - Providing for Edinburgh's economic growth and prosperity. P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO8 -Edinburgh's economy creates and sustains job opportunities CO9 - Edinburgh residents are able to access job opportunities CO19 - Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all. SO2 - Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 – Consultation Report 2 - Edinburgh Street Design Guidance 3 - Edinburgh Street Types Map

Appendix 1

Street Design Guidance Consultation Report 2015

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Executive Summary

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- b) Written responses from organisation and individuals
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Item 2 – Stakeholders Evening Workshop

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Item 4 – User Reference Group workshops

Item 5 – Edinburgh Access Panel presentation and feedback

Executive Summary

The main public and stakeholder consultation on the draft Edinburgh Street Design Guidance ran from April to June 2014. The consultation targeted a number of significant user groups, such as residents, local communities, vulnerable road users, key stakeholders and relevant organisations. The Council's internal designers and users were also asked to participate in the consultation activities and provided feedback on the draft document and its proposals.

The draft guidance was also reviewed at an external experts' panel. Thereafter internal and external user reference groups were established to provide more detailed feedback on the issues highlighted through the consultation activities.

A full breakdown of all the activities undertaken as part of the consultation process is given in Section 6 of this appendix.

The key issues and recommendations

The main points taken from the overall consultation process and our response to these points are listed below:

You said	We did
consultees welcomed the guidance but it needed to be shorter, clearer and easier to use for it to work effectively.	the main Guidance was slimmed down, jargon was removed and explanations became more concise.
the fact sheets were found to be good, but needed to be more technical and make better use of drawings, illustrations and case studies.	a phased approach was adopted to produce the factsheets to provide the required technical detail.
staff training and elected member support are crucial to ensure that designers take ownership of the document and adopt the principles.	staff training is planned within the year following the publication of the Guidance.
routine maintenance is likely to have the largest impact on improving streets for residents, including disabled people	
the number of street types and design principles need reviewing and guidance on how to categorise each street needs to be improved.	the design principles for each street type have undergone a detailed review and a GIS map has been produced to illustrate the existing street types/categories in Edinburgh.

You said	We did
place-making needs to be prioritised over movement and streets should be designed for pedestrians, cyclists and public transport users.	the guiding principles section emphasises the importance of place making and priority for pedestrians, cyclist and public transport.
there are issues with promoting wide use of shared surfaces.	despite the perception, the wide spread use of shared space is not encouraged in the Guidance. Any shared space proposals are subject to detailed consultation with vulnerable user and equality groups. They have to address “comfort space” and “courtesy crossings” for vulnerable road users who do not wish to share space.
here is too much focus on new projects over routine maintenance.	the updated design principles for each street type make it clear what small to large renewal schemes, reconstruction and new build schemes have to address in order to bring our streets to a good standard and go beyond the basic requirements.
the key principles need to be clearer from the start, with stronger advice on equalities and designing for disabled people.	there is a new section on the guiding principles which also highlights the Council's commitment to equality and the requirements for Equality and Rights Impact Assessment (ERIA).

Summaries of the findings of the main consultation exercises are given in the following sections.

1. Survey Monkey Questionnaire/Written feedback on the draft document

More than 100 interest groups, organisations and individuals were emailed and invited to participate in a Survey Monkey questionnaire (focused on the key issues through a series of targeted questions) and/or to comment on the draft Guidance. The survey monkey questionnaire was advertised through the Council's main website, planning blog and Twitter, libraries, the Council's advertisement screens and bus stops.

The consultation elicited 526 responses, including 489 from the Survey Monkey questionnaire, plus a further 15 separate responses from stakeholder organisations and 12 individuals. The largest proportion of respondents (75%) was from the general public; the remainder came from professionals and community councils. A cross-section of road users were represented.

The main issues highlighted by the questionnaire were:

- in general, there is strong public support for the values proposed for the Street Design Guidance;
- the strongest areas of support related to more pavement space and greater segregation of cyclists;
- respondents seemed to favour improving residential/neighbourhood areas more than shopping streets;
- the document presented overall was judged as being confusing, difficult to navigate and jargon-heavy, particularly by respondents from the public; and
- notwithstanding the above, the layout of the factsheets and design principles sheets were generally considered clear.

Key themes in the written feedback were:

- the guidance in the form presented is generally too long and as a result felt likely to be of limited practical use;
- formal reinforcement of the status of the guidance is needed in terms of it being a material consideration for planning;
- some auxiliary aspects of street design such as crime prevention and sustainable urban drainage need to be covered;
- more specific references need to be made with regard to the material types and layout provision for disabled people;
- a strong preference to segregate pedestrians, vehicles and cyclists from each other in new layouts and mixed views on shared space;
- an emphasis on giving better street maintenance equal attention or even prioritising over new street design;
- in general a reduction in the amount of street clutter, but an increase in the amount of seats/benches and more trees/greenery;
- support for 20mph zones across city;
- improved management/reduction in residential parking demand;
- emphasis on community involvement in schemes, use of trials to test out new ideas (e.g. George Street); and
- the development of appropriate audit processes to check objectives met.

See Item 1 for details.

2. Evening Workshop

An evening focus group workshop was held on 28 August 2014. Twenty seven participants attended the workshop, ranging from interest groups (e.g. Spokes, Cockburn Association and Living Streets) to bus operators, taxi drivers and visually impaired road users.

The purpose of the workshop was to ascertain whether the document was easy to use, ensure that all the key issues were covered, find out if anything was missing; and inform the future direction of the guidance.

To achieve these outcomes, the attendees were split into smaller working groups to help answer these questions and the results were:

- the document is detailed and informative;
- it is revolutionary, favouring active travel and permeability; and
- has a good order to it with well laid out principles.

However:

- it is not user-friendly, too wordy and it's unclear;
- the general public don't understand it;
- there are too many street types;
- there's a lot to read before the actual guidance;
- a link between the design of a street and how it's used is needed;
- better advice on materials is required; and
- more information is required on how the guidance applies to new and old areas.

Some specific items were also raised for further consideration including:

- the impact of seasonal activities;
- the permeability of walking and cycling between communities versus security;
- the perception of security needs to be looked at;
- improved detail for the use of setts is required;
- conservation areas need more attention;
- the process of application and implementation needs to be captured;
- need to deal with the issues surrounding junctions;
- issues arising from the conflicts between users' needs to be addressed; and
- topography not mentioned when considering materials to be used.

The results from the session revealed that while members approved of the Street Design Guidance's aims and welcomed many of the suggested improvements to Edinburgh's streets, the current version of the document was unclear, complicated and overwhelming. Many people indicated that the guidance covered all of the relevant topics and only a few items were missing. However, the guidance urgently needed revision to make it easier for the public to understand and to ensure that developers could implement its principles.

See Item 2 for details and analysis.

3. External Experts Workshop

A stakeholder workshop with leading academics and technical experts provided further suggestions on how to improve the guidance and the next steps that the Council needed to take to complete the project.

With regard to the approach taken by the document in the format presented, key points raised were:

- document is too large and contains too much text – there is a danger the message will be lost;
- particular risk exists that users will go straight to factsheets without getting the essential background;
- the status of the document in terms of usage is not clear enough and requires a clear statement of intent and an explicit description of process;
- more diagrams, images and worked examples in lieu of text are required to make the points being made clear; and
- the guidance needs to be prescriptive enough to ensure change whilst allowing good design and innovation to occur.

Specifically, with regard to the successful uptake of the document by users the following comments were raised:

- strong preference to have a single document for all users;
- training of users is recommended to raise awareness and ensure correct use;
- risk and liability are likely to be a key concern and comfort will need to be provided; and
- cross-departmental uptake of the document would require a strong lead.

On the basis of the above, support and backing of the document by elected members and a comprehensive training and awareness programme was considered essential for its success.

In relation to the technical detail within the document, the workshop highlighted the following key points:

- the street framework matrix was considered potentially too large and complex when compared with approaches in other areas (e.g. London);
- more emphasis should be placed on the needs of disabled people and specific reference to the Council's duties under the Equality Act should be made;

- holistic coverage of how to allocate space needs to be included such as absolute minimum requirements;
- the guide currently has conflicting/limited advice in certain areas such as the use of zebra crossings and SUDS; and
- greater detail on 20mph streets should be included, particularly given Council's current city-wide implementation plans.

See Item 3 for details.

4. Internal and External Designers / Users Workshops

Internal and external users reference groups were established during 2015 to obtain feedback on the work related to finalising the guidance.

An initial series of five workshops were undertaken over 30th and 31st March 2015, to obtain an understanding of key requirements of the guidance and views on the existing draft. In total 38 people attended the workshops from a wide variety of disciplines, with the vast majority coming from within City of Edinburgh Council.

The key themes arising from the five workshops were:

- better definition of the purpose of the document, improved navigation and simplification;
- better clarity on prescriptive elements rather than vague design requirements;
- more information required on the design of SUDS schemes required;
- guidance on the use of suitable materials in designs;
- improved consideration of the maintenance implications of schemes;
- detail on keeping speeds low; and
- more case studies/examples.

A second workshop event was held on 25 June 2015. The purpose of this workshop was to obtain users' final feedback on revised sections of the document, with particular focus on the streets framework and design principles. It was also an opportunity to test opinions regarding changes which CEC expected to generate strong views and was used to test the guiding principles behind the website development.

The key feedback items from this workshop were:

- very positive welcome for new design principles sheet format;
- recommendations made for technical terminology to be adopted;
- further requirement for technical detail on SUDS, trees and landscaping;
- need for additional case studies/drawings; and

- issues regarding shared space from users raised and recommendation for clear guidance/auditing highlighted.

See Item 4 for details.

5. Edinburgh Access Panel Meeting

On Monday 2 June 2014, the Street Design Guidance was presented to the Edinburgh Access Panel at its monthly meeting with the Council. The aim of the Edinburgh Access Panel is to improve accessibility for physically disabled and sensory impaired people, predominantly in relation to the built environment.

The panel noted that the design guidance had been informed by national government policy (Designing Streets) and had been produced in consultation with the transport, planning and roads departments. The concept of the document was presented to the panel, including the use of street types, factsheets and principles.

An example of how the document could be applied in a local context (Currie) was given, in addition to examples from elsewhere in the UK. The consultation process on the Council website was highlighted and the panel was invited to respond formally.

The main issues raised at the meeting by the panel were:

- concern was raised over the use of shared surfaces;
- problems highlighted with the interaction between disabled people and cyclists;
and
- a desire to reduce street and pavement clutter and temporary signage.

See Item 5 for details.

6. Overview of full consultation process

Who	How	Why	When
Phase 1 - Establishing the scope of the review			
External practitioners	Best Practice review meeting	To establish the format of the guidance	2011
Internal CEC practitioners	Workshop	Awareness raising/ establish key issues	2011
Project Working Group	Best practice reviews	To establish current approaches and experience from other cities etc.	2011-13
Phase 2 - Awareness raising/testing			
Edinburgh Urban Design Panel	Presentation	Feedback to inform the review and development of the guidance	2013
Transport Forum	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Policy and Review Committee	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Scottish Government Architecture and Place Division- Designing Streets Policy	Presentation/ meeting	Feedback to inform the review and development of the guidance	2013
Internal CEC practitioners	Review of the draft guidance	Feedback to inform the review and development of the guidance	2013/14
Phase 3 - Circulate draft for consultation			
General Public	Published on the Council's website/ intranet-	Awareness Raising	March 2014

	Made available at Libraries-		
	Promote through range of communications- Forums and News Bulletins/ Leaders Report/ Outlook / Social Media		
Mail drop	Range of stakeholder groups, including community councils etc	Awareness raising	March 2014
Survey Monkey	Through the Council web site	Target questions	March 2014
Phase 4 - Awareness raising and reviews			
Edinburgh Urban Design Panel	Presentations	Awareness raising and feedback	April 2014
LARM	Presentations	Awareness raising and feedback	May 2014
Edinburgh Access Panel	Presentations	Awareness raising and feedback	June 2014
Extended Senior Managers Team	Presentations	Awareness raising and feedback	July 2014
Phase 5 - Road testing the guidance			
External experts	Workshop	Review and recommendations on how to progress with the Guidance	March 2015
User Reference Group	Email drop	Review and Road testing	March 2015
User Reference Group External practitioners	Workshop	Highlight areas for review	March 2015
User Reference Group Internal CEC practitioners	Workshop	Feedback on the overall guidance and specific input to key areas of the document	March-June 2015

Item 1 - Public and stakeholder consultation

- a) Survey Monkey questionnaire and analysis
- b) Written responses from organisation and individuals
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Street Design Guidance: Survey Monkey Questionnaire Analysis

Exec Summary

This document reports the responses to the key questions included within the Survey Monkey questionnaire on people's values for streets, their likes and dislikes and their favourite streets in the city. The results along with a brief commentary are provided for each question.

The public consultation began on 15 April and ran until 30 June 2014. During this time it elicited 489 responses mainly from members of the public, but also from community councils, interested organisations and council staff.

The main issues highlighted by the questionnaire were:

- in general, there is strong public support for the values proposed for the Street Design Guidance;
- the strongest areas of support related to more pavement space and greater segregation of cyclists;
- respondents seemed to favour improving residential/neighbourhood areas more than shopping streets;
- the document presented overall was judged as being confusing, difficult to navigate and jargon-heavy, particularly by respondents from the public; and
- notwithstanding the above, the layout of the factsheets and design principles sheets were generally considered clear.

Question 1

To what extent do you agree or disagree that streets should be designed to:						
Value	Strongly agree	Slightly agree	Neither agree nor disagree	Slightly disagree	Strongly disagree	I don't know
Be safe to use	100%	0%	0%	0%	0%	0%
Ensure you feel safe and comfortable	80.21%	17.48%	1.03%	1.03%	0.26%	0%
Encourage travel on foot, by bike and by public transport	72.09%	15.5%	6.46%	3.62%	2.33%	0%
Be easy to find your way around	66.58%	26.48%	5.91%	0.51%	0.51%	0%
Include trees and landscaping	55.93%	33.25%	8.25%	2.06%	0.52%	0%
Complement the surrounding buildings	52.56%	34.62%	8.21%	3.08%	1.54%	0%
Provide for a variety of activities	34.55%	37.14%	20%	5.19%	2.34%	0.78%

Summary

It is clear that there is strong public support for the values that the Council has proposed for the Street Design Guidance. 70% of all respondents either strongly or slightly agree with each principle statement. The principles are ordered in the above table, to show which ones have the highest levels of support. It is clear that safety and comfort are the most important factors, then encouraging more active travel with clear route finding before considering the surrounding built environment or other uses.

Question 2

To what extent do you agree or disagree with the following approaches to street design in Edinburgh?						
Approach	Strongly agree	Slightly agree	Neither agree nor disagree	Slightly disagree	Strongly disagree	I don't know
Having wider pavements where there are lots of pedestrians	66.84%	23.58%	6.48%	1.55%	1.55%	0%
Segregating cyclists from other vehicles where there is lots of traffic	75%	15.1%	3.65%	3.13%	3.13%	0%
Allocating space for pedestrians to stop, rest and enjoy the surroundings	53.65%	34.38%	7.81%	3.13%	0.52%	0.52%
Separating public transport from other vehicles to help it get past traffic queues	58.07%	28.91%	6.51%	2.86%	3.13%	0.52%
Using materials which would minimise the impact on the environment	51.94%	31.27%	14.21%	1.29%	1.03%	0.26%
Having less space for cars in streets where lots of people are getting around by other methods	43.34%	26.63%	11.49%	10.18%	7.57%	0.78%
Using paving slabs to surface footways with lots of activity i.e. shopping streets	34.39%	27.51%	24.07%	7.41%	3.17%	3.44%
Giving priority to vehicle space for car parking on the road in residential streets	17.92%	26.75%	19.74%	15.06%	19.22%	1.30%
Focusing on busy shopping streets as the most important areas for making places better for people	16.41%	26.04%	24.48%	19.79%	13.02%	0.26%

Summary

The majority of the approaches received more than 60% strongly or slightly agree support from respondents. Wider pavements for pedestrians and segregated facilities for cyclists were the top two priorities with both receiving more than 90% support.

Only two approaches did not reach this threshold; 'Giving priority to vehicle space for car parking on the road in residential streets' and 'Focusing on busy shopping streets as the most important areas for making places better for people.' In these cases, only 44 and 42% of people supported these statements respectively, which is still a significant minority and also in both instances still more than the percentage of people who slightly or strongly disagreed with each approach.

The low levels of support for making shopping streets better for people is surprising, but this could suggest that many residents were more concerned about improving conditions in their own neighbourhoods than in the city centre.

Question 3

What is your favourite street in Edinburgh?			
Street		Number of responses	Summary of Responses
1	George Street	27	<p>The reasons given by people for choosing their favourite street do not directly relate to its design such as; the mix of shops, architectural quality, topography or its overall character.</p> <p>The most common reasons provided by all the respondents that are relevant to the draft Street Design Guidance are:</p> <ul style="list-style-type: none"> • On-street activity • preserved historic environment • availability of trees and landscaping • easy access to green spaces • Pedestrianised or traffic restricted areas • safe from traffic and crime • well maintained • views from the street and ability to navigate as a pedestrian • people having priority • provision for safe cycling • outside seating • quality of paving • availability of parking • resting spaces • zebra crossings.
2	Royal Mile	26	
3	Victoria Street	19	
4	Princes Street	18	
5	Cockburn Street	13	
6	Middle Meadow Walk	10	
7	Leith Walk	9	
8	Rose Street	7	
9	Forrest Road	5	
10	Grassmarket	4	

Summary

The above responses reveal the Top 10 favourite streets in Edinburgh as voted for by the respondents to the Street Design Guidance Survey Monkey questionnaire. George Street topped the list becoming the city's favourite street.

Of the remaining streets in the top 10, six of them are located within the Old Town, three are within the New Town and one, Leith Walk, links Leith with the city centre. Therefore, it can be argued that all of the streets, or at least parts of them, can be found within the Edinburgh's World Heritage Site. This means that many people favour older, more historic parts of Edinburgh which are generally places with good opportunities for shopping, visiting local events and attractions or for enjoying the city's green spaces.

This is supported by the remaining choices which included a further 84 suggestions for favourite streets, all of which received four votes or less. They are summarised in the table below, by neighbourhood area. This confirms that the area with the highest number of favourite streets is in the city centre.

Area	Total
CCL	32
South	20
North	12
West	7
East	4
South West	3
Over several areas	6
All	84

Overall the main themes arising from respondents' explanations for their favourite street choice, appear to suggest that places which are well maintained, give priority to pedestrians and keep them safe from moving traffic are the most important factors.


Question 4


This question asked respondents to consider a picture of an exemplar street, some are within Edinburgh whilst others are not, to consider whether they initially liked or disliked its appearance.


They were then invited to answer a series of more detailed questions and to determine whether they liked or disliked a street in relation to a number of criteria. The street design criteria being considered by were:


- Space for socialising
- Space for pedestrians
- Space for cyclists
- Space for the general road user
- Space for parking
- Trees or vegetation
- Street furniture
- Quality of the surfacing
- Safe to use
- Overall look and feel.


The results of the questionnaire are included below and the streets are ordered by the most popular street first.


Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	55.56%	37.04%	4.81%	1.11%	1.48%
	Summary of Responses				
	<p>The responses were very positive towards this street and the reasons given are summarised below:</p> <ul style="list-style-type: none"> • Abundance of trees and vegetation • Adequate pedestrian space • Attractive appearance • Lack of seating • Obstructed sightlines • No provision for cyclists • Uncluttered. 				


Do you like this street? Crimond Drive, Ellon	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	17.54%	39.93%	17.16%	19.4%	5.97%
	Summary of Responses				
	<p>The responses were mostly positive towards Crimond Drive and the reasons are summarised below:</p> <ul style="list-style-type: none"> • No allocated cycling space • Bland and unattractive appearance • No visitor parking • Unsuccessful traffic calming • Car focussed • Open views of the countryside • No space for socialising • Too much road marking • Sterile appearance. 				


Do you like this street? Woolmet Place	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	19.93%	36.96%	19.2%	18.12%	5.8%
Summary of Responses					
	<p>The responses were mainly positive towards Woolmet Place and the responses are summarised below:</p> <ul style="list-style-type: none"> • Space encouraging socialising and lingering • Trees present but more would have 'softened' the appearance of the street • Uncluttered • Lack of benches • Too much hard landscaping • Issues due to unsegregated road use • Street layout ensures lower speeds • Safe for pedestrians • Uncertainty for cyclists • Car parking contained • Weathering down of materials. 				


Do you like this street? Bankhead	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	6.27%	34.32%	32.1%	19.93%	7.38%
Summary of Responses					
	<p>The responses were slightly more positive than negative towards this street and the reasons are summarised below:</p> <ul style="list-style-type: none"> • A lot of trees and green • Uncluttered • Too much parking • Dominated by cars • Appears safe • Lack of dedicated cycling lanes • Insufficient parking • Soulless • No safe crossings. 				


Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	13.67%	26.17%	24.22%	14.84%	21.09%
	Summary of Responses				
	<p>The responses towards this street were generally mixed and the reasons given are summarised below:</p> <ul style="list-style-type: none"> • 'Cold' and unwelcoming appearance • Unsafe for pedestrians • Uncluttered • Separation provides safety for cyclists • Lack of crossings for pedestrians • Trees and vegetation help soften the busy road • Position of lamp posts in cycle lane creates a hazard. 				

Do you like this street? Morningside Road	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	5.28%	28.68%	21.51%	22.64%	21.89%
	Summary of Responses				
	<p>The responses towards Morningside Road were somewhat negative and the reasons are summarised below:</p> <ul style="list-style-type: none"> • Not enough space for pedestrians • Unmaintained • A lot of on-street activity • Good public transport provision • Lack of trees and vegetation • No benches • Lack of parking. 				

Do you like this street? Rossie Place	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	2.62%	23.6%	19.1%	28.46%	26.22%
	Summary of Responses				
	<p>The responses were somewhat negative towards Rossie Place and the reasons given are summarised below:</p> <ul style="list-style-type: none"> • No space for pedestrians • Not enough street lighting • Lack of vegetation • Cluttered • Poor sightlines • Dominated by parked cars and litter bins • Unsafe. 				

Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.89%	19.56%	19.24%	29.65%	29.65%
	Summary of Responses				
	<p>The responses towards this street were generally negative and the reasons are summarised below:</p> <ul style="list-style-type: none"> • Lack of trees or vegetation • Lack of people and space to socialise • No space for pedestrians • Sterile and bland appearance • Low quality of design and materials • Car focused development and car dominated space • Unwelcoming • Lack of cycle parking. 				

Do you like this street? Crewe Toll	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.44%	5.4%	21.22%	30.58%	41.37%
	Summary of Responses				
	<p>The responses were generally very negative towards this area and the reasons are summarised below:</p> <ul style="list-style-type: none"> • Too much railing • Lack of road markings • Encourages inconsiderate driving • No cycle provision • Lack of trees or landscaping. 				

Do you like this street? Muirhouse	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.08%	3.96%	13.31%	25.9%	55.76%
	Summary of Responses				
	<p>The responses towards this street were very negative and the reasons given are summarised below:</p> <ul style="list-style-type: none"> • Empty • Unwelcoming • Passive facades • Intimidating • Too much hard landscaping • Lack of trees • Pedestrians and cyclists safe from traffic • Lack of seating • Lack of community feel • Too much enclosure. 				

Question 5

Please tell us a bit more about yourself. Are you answering the survey as a:							
Member of the Public	Member of a Community Council	Member of the Council	Council Officer	Designer/Planner	Developer	Transport Consultant	Other
74.75%	2.99%	10.3%	14.29%	2.99%	0.33%	0%	2.99%

Summary

A wide variety of views were captured with the predominant number of respondents (74.75%) being members of the public. There is a significant lack of Developers and Transport Consultants who responded to the consultation. This indicates that further consultation and an awareness raising campaign is required to ensure that the guidance will be applied by its main external users.

Question 6

When travelling around Edinburgh, what is your main means of travel?		
Means of travel	Most Common	2nd Most Common
Foot	19.4%	15.3%
Cycle	10.2%	6.6%
Car	11.4%	8.4%
Bus/Tram	8.6%	15.0%
Motorcycle	0.5%	0.3%
Train	0.3%	1.7%
Taxi	0.3%	1.8%
Other	0.2%	0.2%

Summary

Travel on foot was both the most and 2nd most common method of travel. Cycle, car and bus/tram use were approximately even. This suggests that a variety of street users were consulted and that the views expressed are representative of all street users in Edinburgh.

Survey Monkey Responses Part 2

How clear do you find the structure of the guidance – with the three interlinking sections covering: A) context, B) design overview and C) design details?				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
6.73%	51.92%	23.08%	13.46%	4.81%
Summary of Responses			Council Response	
<p>The main issues regarding the draft Street Design Guidance document are:</p> <ul style="list-style-type: none"> • There's too much complex language and jargon • Plain English to make it clearer • The document is too long • More images are needed, and • A clear summary and less repetition will make it more accessible to the general public. 			<p>The document will be reviewed to remove jargon and to help make it more accessible for readers to use. Better use of Plain English and more images will help to reduce the length of text in the document. A clear summary of the guidance's purpose will be provided at the start to explain the structure.</p>	

The challenge of creating better streets for people, whilst making sure the city is easy to move around at the same time, is at the core of the Council's proposed new guidance. What do you think the balance of importance should be?						
Aim	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Not very important	I don't know
Making better places for people to enjoy the surroundings	63.06%	32.43%	3.60%	0.90%	0%	0%
Making sure people can get from A to B as quickly as possible by public transport	55.75%	38.94%	4.42%	0%	0.88%	0%
Making sure people can get from A to B as quickly as possible by walking	47.79%	46.90%	3.54%	0.88%	0.88%	0%
Making sure people can get from A to B as quickly as possible by cycling	38.94%	43.36%	10.62%	3.54%	3.54%	0%
Making sure people can get from A to B easily with a car	10.62%	32.74%	18.58%	12.39%	25.66%	0%
Summary of Responses			Council Response			
<p>The responses reveal that there is strong support for most of the aims, apart from helping people travel by car. Many respondents were concerned that Edinburgh's roads are dominated by cars and that it should be made more difficult due to the; pollution, accidents and negative health impacts they cause. People also did not consider speed to be the best measure of success for creating better streets and thought safety was more important.</p> <p>Other factors to create good street design were;</p> <ul style="list-style-type: none"> • Repair surfaces and better drainage • Focus on a street's primary function • More time for pedestrians at signalised crossings • Resolve parking problems, and • Address conflicts between modes. 			<p>The Street Design Guidance aims to promote better place-making and more sustainable travel on foot, by bike and on public transport. The Council welcomes the public's support for these goals and to make Edinburgh a better city to live and work in. While the document needs some revision, the process is to assess the nature and function of a street and apply the most appropriate design principles. The Guidance recognises the non-transport uses of streets and seeks to encourage these where appropriate in new developments or changes to existing public spaces. By taking such an approach it is intended to improve conditions for all street users in Edinburgh.</p>			

In general, do you support the changes in approach set out in Section A5 'What changes will we see'? Are there any approaches you wish to comment on?				
Strongly Support	Support	Neither support nor oppose	Oppose	Strongly oppose
30.5%	35.4%	23.2%	9.8%	1.2%
Summary of Responses		Council Response		
<p>While there is broad support for the changes, some individuals had concerns, such as;</p> <ul style="list-style-type: none"> Integrating refuse containers Introducing of shared spaces Measures increasing congestion and pollution Streets becoming standard and boring The lack of seating in Edinburgh, and The Guidance actually having a limited impact. 		<p>The purpose and aims of the Guidance are well supported by more than 65% of the respondents. There were concerns regarding a number of issues, listed on the left and these will be addressed in the revised document. While some questioned the Guidance having any impact at all, since the number of new street being built is limited, it will also influence any changes to the street environment through routine maintenance and will contribute to better place making in Edinburgh.</p>		

How clear do you find the Edinburgh Street Framework? If you think it can be improved in any way, please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
14.1%	36.5%	24.7%	16.5%	8.2%
Summary of Responses		Council Response		
<p>There were a number of suggestions regarding the document itself including;</p> <ul style="list-style-type: none"> It's very confusing Typical council document with lots of boxes and "Planning speak" Not user-friendly, and Difficult to navigate. <p>There were also suggestions to improve the approach:</p> <ul style="list-style-type: none"> 25 street types is an excessive number Concerned it's a blanket approach for each street Justifies spending in shopping not residential areas Spending on street improvements that are not needed 		<p>While the headline results indicate that more people considered the document to be clear, the people who left comments were not as sure and many suggestions mirror those received from other sources.</p> <p>The Street Design Guidance aims to provide a framework which establishes clear design principles for a variety of streets based on their place and movement uses. This is not a 'blanket' approach to street design and varies between according to a streets use whether that be residential, retail or commercial. It does not intend to prioritise certain streets over others and all the key design principles apply to every street.</p>		

<ul style="list-style-type: none"> • Feels dishonest and hides the Council's real agenda • Shared space has a particular meaning to planners but not to others • New developments have reduce shared spaces for existing residents and increased traffic on their roads • Guidelines could be applied differently by different people • Insufficient provision for vehicles on strategic link routes, changing their characteristics will disperse traffic onto residential streets, and • Classify the streets and produce this on a map of Edinburgh. 	<p>The document will be revised to make it clearer, consider the number of street types and to ensure that the principles are applied evenly across a variety of streets without seeking to promote a standard design approach or shared space everywhere.</p>
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How clear do you find the design principles sheets as advice in helping to apply the guidance? Please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
12.5%	46.3%	26.3%	8.8%	6.3%
Summary of Responses		Council Response		
<p>Some of the comments included:</p> <ul style="list-style-type: none"> • Too many principles to be practically useful • Too general • Disappointing on sensitive issues • Covers all eventualities rather than applying strategic principles to local contexts • Where did the principles /values/objectives come from? • Who decided what the priorities should be? • Assumes that cyclists, pedestrians and public transport users are the priority, along with shared space. These should not be adopted until they are widely publicised and adapted according to public wishes? 		<p>The Guidance will be reviewed to ensure that it is easy to use and apply. More images will be included to make it more specific and to provide good examples of best practice for use in Edinburgh.</p> <p>The approach is mainly based on the Scottish Government's Designing Streets document which forms part of national planning policy. Therefore, the Council has a requirement to introduce the procedures in Edinburgh. However, it will bring clear benefits to public spaces in the city, by tackling the dominance of car use in our streets, Edinburgh will become a more enjoyable place to live and work in.</p>		

How clear do you find the overall layout of information in the factsheets? Please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
14.7%	42.7%	18.7%	13.3%	10.7%
Summary of Responses			Council Response	
<p>Some of the comments received were:</p> <ul style="list-style-type: none"> • Straight factual advice • Very clear • Use of photos works very well • Pages are too cluttered • Not accessible for people with dyslexia or learning difficulties, too many fonts, colours, bold and typefaces • Order seemed to be muddled and confusing • Not all situations will allow for the same solutions, and • Please add where the public can 'have a say' as many sites have unique characters. 			<p>Most people thought the Factsheets were fairly clear but there is still work to be done for others. The document will be reviewed and this will include consideration of the Factsheets to make them easier to use.</p> <p>The aim of the Guidance is not to encourage the use of the same materials or solutions in each street, but to define principles and allow designers to form their own solutions with the framework.</p>	

Topic	Please provide any other comments you have on street design or how this guidance could be improved upon, e.g. useability, clarity, terminology, content or coverage?	
	Summary of Responses	Council Response
Cycle Policy	I'd like to see more planning for active travel, such as cycle lanes and safer places to run, away from traffic and fumes.	<p>Many comments were received from members of the public suggesting that more priority is given to pedestrians, cyclists and public transport users instead of private cars. The Council's Active Travel Action Plan 2010 – 2020 includes the measures that the Council will pursue to encourage more people to walk and cycle in Edinburgh. The Street Design Guidance (SDG) will help to facilitate these actions by promoting better design of places and infrastructure.</p>
	Edinburgh has a problem, more people are cycling but the streets are still crowded with motorised vehicles. This is not sustainable and people are dying. Ban private vehicles and HGVs from the city centre and divert traffic properly.	
	Much more needs to be done to design the private car out of public spaces and to give priority to pedestrians, cyclists and buses. The Morningside Road example is an unpleasant area for pedestrians or cyclists due to the volume of traffic and the poor provision for pedestrians.	

Cycle Policy	Too much priority is given to motor vehicles (parking, lanes & signal time) in Edinburgh. This makes it unpleasant to walk or cycle in the city.	As above.
	Encouraging more people to walk/cycle/use public transport by prioritising these groups over private car users. More separated cycle lanes and green space as no one wants to live in a concrete jungle.	
	Cars and motorised vehicles dominate our transport routes and city. Turn small streets into pedestrian only areas where communities meet and kids can play. In the Leith colonies kids see the whole street as their play space.	
	Car dominance should be discouraged (more emphasis on public transport/cycling/walking).	
	Increase public spaces - get cars out, walking and cycling in and seating. Need safe cycling - not safe cycling on the road - this is an oxymoron.	
Cycle Segregation	Shared space for pedestrians and cyclists should have priority over cars, with segregated cycle routes a priority.	The SDG aims to support a wide variety of transport methods including cycling and provides appropriate design principles for the introduction of cycle infrastructure.
	Keep pedestrians and cyclists separate - cyclists should be on the road, or in a cycle lane, not on the pavement.	
	Separating vehicles/cyclists and pedestrians is wise. Coloured cycle lanes with adequate space would be great, allow parking on one side of a road only. Create new cycle ways using the old railway at the foot of Leith Walk. A cycle /pedestrian walkway, with sitting and green space as created elsewhere in Europe would be a bold example.	
	Ensure segregation of pedestrians and cyclists from other traffic.	
	Safety is paramount especially for pedestrians and cyclists. Wherever possible there should be dedicated lanes for cyclists.	
	A preference for cycle tracks to be segregated from motor traffic - as in Munich.	
	It must be safe for people to cycle, it is close to lethal in Haymarket if you follow the cycling route – wheels get caught in the tracks.	

Cycle Segregation	Be brave and allocate more space to non motorised users. The cycle network needs to cover the entire journey not just parts of it.	As above.
	Please consider safe environments for cycling as a priority.	
	The most pressing problem is interaction between cars and bicycles. I've been cycling in Edinburgh for over 20 years and there has been a huge increase in numbers but not infrastructure. Designing street strategy is all very well but something quick and tactical needs to be done in the short term if we're to avoid London style headlines	
	People enjoy living in cities which encourage cycling, walking and public transport use. Copenhagen has this infrastructure and car use is down to 40%, giving a relaxed atmosphere where people are less stressed and feel safer.	
	Edinburgh is a nice place to cycle for leisure - but not for transport.	
	New facilities put cyclists in conflict with pedestrians - white lines down the middle of a narrow path are useless. They still prioritise cars; signs to dismount, using pedestrian crossings and giving way at side streets.	
	Documentation looks incomplete - need cycle surfacing colours and how to design segregated cycle ways.	
	Separating pedestrians from vehicles is a good way to reduce conflict and accidents. Pedestrians feel safe and aren't isolated where they feel vulnerable no matter how remote the actual possibility is from crime.	Physically separating vehicles and pedestrians introduces barriers to walking and reduces the attractiveness of public spaces. The Scottish Government does not support such an approach.
Car Priority	We cannot discriminate against motorised transport when we have put it at the forefront for so long. A gradual change to design and policy would allow integration without antagonising a large number of residents and businesses.	The SDG framework promotes the objective that different street users should have priority in different types of streets. By prioritising places for pedestrians and cyclists it aims to reverse the dominant approach of adapting streets mainly for traffic and to make places better for people to enjoy
	In the 21st century, cars are a necessity for getting around and street design must incorporate this.	
	Edinburgh (or areas of Edinburgh) should not be allowed to become a no go zone for cars and vans.	

	<p>Cars are a necessity for those who live in areas not well served by public transport. It's a nice idea to keep cars out of the city centre, but you are also keeping people out! There needs to be a balance. Some of the routes around the city include large detours which means extra car fumes!</p>	
Car Priority	<p>Cyclists have no place sharing roads with vehicles and the sooner this is resolved the better. West Granton Access is a perfect example of segregation.</p>	<p>All road users need to learn to share the same limited road space available and are responsible for their own actions. The guidance provides a basis on which new infrastructure can be developed while learning from places where this has already been successfully.</p>
	<p>Too much priority is given to cyclists which reduces their responsibilities as road users and increases that of others who pay for the privilege. All users should have equal responsibilities to ensure safety.</p>	
	<p>As a driver, I find cyclists represent a major danger. Cycle lanes and crossing points are not in place.</p>	
	<p>Spend more money improving areas for pedestrians, cyclists and cars. Cyclists need to be segregated from cars and pedestrians need better footpaths.</p>	
	<p>Cars should have less access to the city centre but better roads and surfaces.</p>	
	<p>Edinburgh's a frustrating city to live in as town planning is an afterthought and developed haphazardly, which impacts on quality of life. The new town is a grid, yet road directions send traffic on circuitous routes, increasing trip time, pollution and forcing it through pleasant areas. The state of the roads is appalling, surfacing and road markings are easily the worst of any European City. A more joined up approach to planning how cars and public transport travel around the city, will make it easier to get the best use out of the remaining space for pedestrians and cyclists. Denmark, Holland and German-speaking countries take this for granted and Eastern European cities have taken such development in their stride.</p>	<p>Noted</p>

Pedestrians	It is extremely difficult and dangerous to cross Bread Street, speeding vehicles make it virtually impossible for a disabled or injured person to cross.	The Street Design Guidance aims to reverse these problems, recognise the place function of a street and make it easier for people to travel on foot. For instances reducing crossing widths and giving greater priority to pedestrians at traffic signals.
	At Tollcross, pedestrians need to wait several times to cross the road, a diagonal crossing could be introduced. Pedestrians should come first not motorists.	
	We prioritise through-traffic (cars) over local (shopping, residential) spaces for pedestrians between buildings.	
	Think people first. Pedestrians use retail/business parks to. Navigating these places on foot is a nightmare. Crossing from Kinnaird Park to Craigmillar Community Arts Centre is like taking your life in your own hands.	
	Improve the accessibility of streets for pedestrians with dropped kerbs, level surfaces and removal of street clutter.	
	Bollards and cafe/bar seating areas reduce the space for pedestrian on pavements. Walk in bus lane to get along George IV Bridge safely.	
	No stupid extended pavements outside the new local supermarkets.	
Public Transport	Looking for bus lane operating times distracts me, which is dangerous, make them all the same or colour-code the lanes.	Greater guidance on public transport issues is included in Part C of the Factsheets. A review of Bus Lane operating times is underway and the results will be reported to Committee in due course. Edinburgh is already encircled by a range of P&R locations which offer bus and Tram services to the city centre.
	Something needs to be done about coaches and tour buses that clog and pollute the streets.	
	Provide more P+R and tram routes from the periphery at Fairmilehead, Currie, Barnton, Queensferry, Newcraighall, Portobello, Craigmillar, Sheriffhall and Gilmerton.	
	Get the bus stop at the parliament moved so it doesn't stick out into the road.	
	Improve public transport with more tram routes to Portobello and Morningside.	

Public Transport	<p>Bus stop street design issues include:</p> <ul style="list-style-type: none"> - building them out into the main traffic - seems to hold up following traffic (including other buses) disproportionately; - locating them in the middle of city blocks rather than at junctions – aids flow of private vehicles but makes changing buses difficult especially for people with impaired mobility. Bus stops in the middle of North Bridge are not convenient for anyone. Very few bus stops are located at major destinations; Waverley Station, the Mound or Queen Street. - bus stop design is clunky with a separate pole for BusTracker, should be designed into the stop. 	<p>These comments will be addressed in the factsheets section which is being re-drafted to take account of such comments.</p>
	<p>Where wide pavements are not being utilised effectively, e.g. Niddrie Mains Road, consider turning them into bus lanes so traffic can move freely along the main road.</p>	<p>The aim of the guide is prioritise improvements for pedestrians, cyclists and public transport users and not private car users.</p>
Multi Modal	<p>Prioritising traffic flow should not be the goal. Travel is a means, not a goal in itself.</p>	<p>One of the key aims of the SDG is to consider the place function of a street first and to recognise the non-transport role that our public places have. It is also recognised that there are a variety of street uses and users of different transport options need to be supported by appropriate design interventions for future developments. However it also aims to reverse the trend of prioritising traffic use in streets which led to the deterioration of some of the public realm in Edinburgh.</p>
	<p>Streets need to be multi-functional to cover all who use them and the different modes of transport which are practical & safe</p>	
	<p>Facilitating safe and effective multi-modal travel is vital to the future health of our streets.</p>	
	<p>Do not be afraid to take cars and even buses away altogether in some parts but do not overlook the positive ambience that even busy traffic can bring to an area such as Morningside and Stockbridge.</p>	
	<p>Residential streets need solutions where the car is at the bottom of the priority list in design terms so that children can safely play in the street.</p>	
	<p>Streets should be for people. Cars have no place in towns and cities and we shouldn't be designing for them.</p>	
	<p>I am opposed to the separation of public & private transport: trams in European and Asian cities share road space with other vehicles. I am opposed segregating vehicles, cyclists & pedestrians in the city centre.</p>	

Street furniture /clutter	There should be less use of white road lines as this can reduce speed on certain roads. This also reduces paint costs to the Council!	The Street Design Guidance will provide easy and effective suggestions to reduce street furniture and clutter in Edinburgh.
	Street furniture must not impede cyclists or pedestrians.	
	Streets are far too cluttered with street furniture and signs, distracting drivers, pedestrians and cyclists. Streets built at end of last century look beautiful - no clutter.	
	I would like to see distinctive Edinburgh street design. We have distinct street signs, Caithness stone, setts and stone flags which should be used widely in the whole city centre. There used to be a unique Royal Mile bin but these have been replaced with generic ones. Distinctive historic lampposts, but the remainder are non-descript.	
	Street design should attempt to simplify the clutter and share poles/lampposts. Local people who walk or cycle should come first. 2m wide pavements should be the norm and kerbs to stop parking on pavements.	
	More seating with proper back support. The metal benches in Fisherrow, Musselburgh, are an excellent example.	
Less; clutter, signs and cafe tables and chairs blocking footway. Keep things clean, clear and simple.		
Greenery	Flowering trees are good and benches to sit with parking near homes/shops/schools.	It is clear from the responses received that many people want to see more greenery, such as plants, hedges and trees in Edinburgh and not just in the city centre but in residential streets too. The Guidance will provide more information on how greenery can be included in streets and will look for best practice from around the world.
	More greenery. More pedestrian areas. Less cars.	
	More flowers, tulips and daffodils. Beach hedges are so mundane. The mound is lovely in springtime. Bulbs flower every year creating many years of feel good factor.	
	More green plants is the main thing.	
	Trees should be planted in the ground and not in pits. They should be integral to the design process and protected from vandalism by guards. Require maintenance involving trimming and drain clearing. In grassy areas, dog fouling and poor maintenance turn a nice feature into a quagmire.	

Greenery	Innovative use of planting and art would make spaces more pleasant to walk regularly through.	As Above.
	Comiston Springs Avenue is a good example of a street with greenery, paving, parking and social space.	
	So long as it's safe, well lit and includes lots of greenery.	
	Streets should be less linear, crescents with central garden space should be worked into the linear/block formats. Look to Europe for good examples.	
Maintenance	The biggest issues for cyclists are; potholes, sunken drains, slippery drain covers, bumps and cracks which you have to swerve around to avoid which is dangerous.	Noted
	Cycle lanes are helpful, but if these are in the gutter where buses have destroyed the surface then they are no use.	
	Concentrate on making all public surfaces smooth, safe and uncluttered. This would alleviate the greatest current problem.	
	Use materials that will not wear out or become uneven quickly.	
	New paving in Princess Street, Morningside and Portobello is nice, but road markings need refreshed regularly.	
	Use more affordable materials which allow time and money to be spent on the general upkeep of the whole city rather than concentrating most of the budget on small areas.	
	One of the main priorities should be road surfacing. Tarmac is wearing out with disastrous consequences for surface quality. Road designers should research new technology to produce more hardwearing surfaces - and ensure utilities are suitably placed to avoid digging up!	The Council does not manufacture road surfacing materials and the utility companies are responsible for opening up the road to access their services.
I'm unimpressed by the current standard of street maintenance in the City Centre. I deplore traffic management which introduces more clutter and obstructs the free movement of all traffic. I deplore the poor quality of specification & workmanship: the use of expensive materials is frequently negated by using thin slabs which tilt, crack and fail.	Noted.	

Maintenance	Taking the tar used in speed bumps and using it to fill in the potholes would make Edinburgh's roads better for all.	Noted.
	Better maintenance of roads and pavements, nightmare pushing buggies and potholes are dangerous for everyone.	
	Maintenance is poor and overlooked, why do we accept second best? I appreciate the City cannot meet all the financial demands on it, but there must be more imaginative ways to involve local communities maintaining and improving their streets, parks and our foreshore. Appeal to their competitive instincts - offer real incentives/rewards through competitions. The bar can and must be set higher if we are to enhance our reputation as a great place to live and visit.	
20mph	Finding the end of the schools' 20mph area is distracting; sometimes the signs are on the right other times the left.	The Council is in the process of implementing 20 mph speed limits in the city centre, residential roads and shopping streets across Edinburgh. Lower speed limits aim to improve road safety, encourage walking and cycling and a more liveable environment. The guidance will be amended to reflect many streets becoming 20mph areas.
	Reduce speed limits to 20mph everywhere except trunk/arterial routes.	
	I don't like the way in which communities are divided by motorized traffic, so I am pleased to see such an emphasis on communities and the look/feel of spaces.	
	Please just make the whole of edinburgh 20mph.	
Street Lighting	Introduce smart street lighting that responds to the presence of pedestrians on minor streets after midnight.	Street lighting is an important part of street design both in terms of the aesthetics of the light column and for providing safe routes for people at night. These comments will be taken into further consideration within the Guidance.
	Street lighting is important, but don't make the streets brighter at night – e.g. St Andrew Square.	
	Street lighting should be sensitive to the World Heritage Site. Lighting columns should be one style in each street only. The cast iron lamp posts should be retained in conservation areas and properly maintained (painted).	
	Introduce thin and energy efficient LED lighting in streets.	
	Pavements in some areas are dangerous and low energy lighting can make journeys home feel unsafe.	

Traffic Signals	Traffic lights give too much time to pedestrians (no other country allocates as much time to cross the road).	Noted. These comments will be taken into consideration.
	At night, LEDs in traffic lights are very blurry from a distance and are far too bright, arrows look like full lights (King's Road junction).	
	Too many roundabouts with unnecessary traffic lights – reduce them to peak hours only, for instance at Newbridge.	
Business	Streets with businesses; shops, hotels or offices should be more responsible for maintaining their frontage and the Council enforce city wide guidelines. We have to adhere to strict parking restrictions whilst businesses use pavements for their goods/refuse with no penalty for not maintaining a clear path for people. These businesses should be made to clear away ice and snow on their frontages in the winter. It is law in New York why can't it be a local law in Scotland.	Noted.
	Force owners of empty shop units to keep their premises clear of bill posters and graffiti.	Noted.
	Force business owners to keep their premises clear of graffiti, rubbish and get them to sweep the pavement outside their shops daily. A bylaw with a fine for offenders.	
Parking	Parking in residential streets is an issue, cars park on pavements leaving a narrow passage for traffic and people.	Noted.
	I would love the council to extend cycle parking on roads where car parking is allowed, by using things like wheelie bins especially in tenement areas.	
	Less residents parking if it compromises traffic flow.	
Doc	Communicate guidance in clear, every day language so that more people will be aware. The guide doesn't engage with the majority of the population.	The Street Design Guidance will be reviewed to make it easier to read, provide a clear explanation of its aims and support these with pictures and images of best practice examples.
	Include more best practice pictures.	

Document	<p>The guidance is as messy and complicated as our current street design. I like the total place approach but this should integrate with other issues like pollution, safety and schools.</p>	As above.
	Re-write it from scratch.	
	The document is too long, bitty and not an attractive read.	
	The Edinburgh Guide is too complicated. Please refer to City of London SDG and Transport for London Guidance, simple and prescriptive.	
	Approach should also flow from one street to next.	
	This Guidance is about people and the places we want to live, work and play in. Keep that the focus of the document.	
	Street design should incorporate the best standards which is well beyond the Sustrans guidance.	
	<p>This is a step in the right direction but it lacks a clear vision (or it's meekly put forward) for Edinburgh. Without that it will be used as an afterthought and given token adherence tacked on to existing isolated developments.</p>	<p>The Local Plan and the Local Transport Strategy establish the vision for Edinburgh's streets, while the Guidance aims to ensure that each new development delivers a high quality street design.</p>
<p>An executive summary would be useful. Not every user wishes to read all 140 pages.</p>	<p>Such an approach was considered but rejected, as people may only consult the shorter document and miss some important details.</p>	
<p>Pages 29-30 are confusing. Layout needs to be more consistent. Poor coverage of soft landscaping and greenery. On one page it refers to considering all modes together. To implement the guidance effectively CEC will need an integrated and coordinated approach from within and across departments. In the process section, how transport/ traffic modifications are going to tie in with planning permission is not described.</p>	<p>The document will be revised to make it easier to read and will include more detail on greenery for instance. There is a section on how the planning permission and transport improvement processes fit together. Staff training will ensure the effectiveness of this new approach.</p>	
<p>Why no reference to Sustainable Edinburgh 2020 on p23?</p>	<p>Noted.</p>	

	<p>I despair of street design in Edinburgh it's not good due to the abundance of street furniture, for example the parking signs in Orchard Road. The quality of the paved surfaces is ridiculous in places. Seeing a potholed, uneven mess is not unusual at all. You set this whole thing as; cars v cyclists v pedestrians - but it needn't be that way. Many people are motorists, because cycling isn't safe. Encourage people to cycle in normal clothes or even without a helmet. Go to Munich for an example of how to do it better. Most streets have segregated cycle space. Nobody wears lycra, so it means cycling is normal - you use it to get around. Then there's the greenery, trees everywhere, very appealing. The quality of the paving is so much better, hardly any potholes, surfaces are smooth. It's easy to get around, stop for a bite to eat or to socialise.</p>	<p>Noted.</p>
Miscellaneous	<p>Street design should provide room for all; pedestrians, cyclists, car & bus users. Pedestrian areas should be well lit & ensure people feel safe walking alone in them, have plants in containers & hanging baskets. This makes a visual improvement to a run down street. Proper cycle lanes should be provided where possible, as in Holland. Painting small unconnected lines isn't good enough. Bus lanes work well at rush hours, but please get rid of the ugly green tarmac. Cars are needed by people who live in areas with poor public transport.</p>	<p>The SDG does not aim to prevent people travelling by any mode, but it is an attempt to make it easier and encourage more people to travel on foot, by bike or on public transport.</p>
	<p>Edinburgh is an 18th and 19th century city: very little added since, has an 'Edinburgh' identity. Most of what has been added is nondescript and of poor quality. These additions could be any street, anywhere, without any identity. The Waterfront is a mess, uninviting, short-termism and unworthy of the city. We have not added to our heritage or legacy. Bernard Street and Square, without the graffiti, is a magnificent 18th and 19th architectural street complex. Do we realise what we have here and elsewhere? Visitors come to see and experience a unique and special environment. Planning laws should protect, support and maximise our use of what we have and extend this to new builds.</p>	<p>Edinburgh is a beautiful place where people want to live, work in and visit. The Street Design Guidance aims to enhance the historic fabric of the city by making it accessible for all and to ensure that maintenance and new developments consistently providing high quality design features.</p>

<p>Please look and think: "if I were a visitor what would I make of this streetscape - would I marvel at the World Heritage Site or be appalled by the obscured views and mismatched street furniture?" or think "how would I navigate this street if I were blind / in a wheelchair / pushing a double buggy?"</p>	<p>Noted.</p>
<p>I am in favour of: (a) road-pricing and a congestion charge. (b) a 20 mph speed limit in the city centre. (c) requiring cyclists to obey normal rules for wheeled traffic. (d) light-controlled stopping of all traffic at regular intervals to permit pedestrian crossing at any point in rather than at specific crossing points. (e) naked streets - pedestrians & cyclists share carriageways with wheeled traffic and a reduction of signage & clutter.</p>	<p>Noted.</p>
<p>What will we have to look at for a long time? Always choose quality and the right design over cost. Using cheap design and materials is not cost effective - it quickly starts to deteriorate and looks awful. The number of horrendous buildings from the 60's and 70's now being demolished is testament to that. Princes Street is a prime example. What happened to the beautiful marble columns with cherubs outside Boots and who gave the BHS architect an award. That street was absolutely destroyed by "designers."</p>	<p>Noted.</p>
<p>Maintain Edinburgh's traditional feel, avoid generic new buildings and horrific pedestrian areas from 70's and 80's.</p>	<p>Noted.</p>
<p>Under the Flood Risk Management (Scotland) Act 2009 the Council will have to start installing retrospective SUDs. This includes swales / raingardens / more permeable paving. This will have a major impact on the streetscape - hopefully a positive one. This will take at least 6 years to implement so will not affect this guidance, but planners need to be aware of these changes to flood control.</p>	<p>Noted.</p>
<p>Reduce street clutter, green up environment, increase pedestrian choice, reduce private car mobility, encourage walking, cycling and more public transport use. Consider equality and disability.</p>	<p>Noted.</p>
<p>Perhaps you could include a category for not applicable. Include space for those who use motorised wheelchairs.</p>	<p>Noted.</p>

<p>I fear that this could be hijacked by a single minded group, such as the cycle lobby. They are very vocal, well organised and driven. Motoring groups have a big industry behind them and could likewise exert undue influence. If one of the decision makers became convinced by a particular group or had a personal preference for one or other type of planning they could make decisions (they believe to be impartial) but could disadvantage another group.</p>	<p>The guidance is based on the Designing Streets approach from the Scottish Government that encourages the place value of streets to be considered first before movement. Any interested person can comment on the Guidance and it will need to be approved by Committee before being put into practice.</p>
<p>People speed from light to light (but don't get anywhere faster). I cycle and see cars speeding off before catching them at the next set of lights. It's not good for other road users or the environment. Can you help to reduce this?</p>	<p>The proposed 20 mph scheme could help to smooth the flow of vehicles between junctions and signals and reduce this style of driving.</p>
<p>Major problems with utility companies.</p>	<p>Noted.</p>
<p>Well designed litter bins, waste disposal and recycling points that are frequently emptied throughout the city.</p>	<p>Noted.</p>
<p>Tram infrastructure fails to reflect the historic nature of the city or former tram styling - look at this on future routes.</p>	<p>Noted.</p>
<p>Reduce road widths.</p>	<p>Noted.</p>
<p>Improve traffic calming measures.</p>	<p>Noted.</p>
<p>New street designs and layouts require residents to buy into the process and allow the changes to happen.</p>	<p>Residents will be included in any proposed changes to their street.</p>
<p>Man made congestion: loading bays at traffic lights & junctions blocking traffic and forcing lane detours.</p>	<p>Reducing our reliance on private cars will make travelling around Edinburgh easier.</p>
<p>Discourage large delivery trucks and only allow smaller ones in the city centre.</p>	<p>Noted.</p>
<p>There should be greater use of; Zebra crossings at junctions and wider pavements to allow cycling. This will naturally calm traffic as narrower roads have slower speeds and cars will have to "give way" to pedestrians.</p>	<p>Noted.</p>
<p>It's all very well having guidance, but if the budget isn't there then it can't be delivered where it is needed.</p>	<p>Noted.</p>
<p>Safety, more pleasant and traffic-less streets.</p>	<p>Noted.</p>

	It'd help if Council planners/designers field tested the area they were about to re-design. On foot, bike and vehicle.	Site visits are regularly conducted prior to new developments being proposed and such tests form part of the Road Safety Audit.
	An important element of street design is for people to feel safe - so not too many cars or 'hidden' spaces.	Noted.

How do you think we should trial the guidance in a way that is relevant to you?			
Comment	Summary	Response	
Publicise the streets on which you're experimenting, e.g. with a simple sign.	<p>There were several methods suggested how the guidance could be trialed maintaining its relevance to the local residents. These are as follows:</p> <ul style="list-style-type: none"> • publicise notices on streets where improvements are being trialed; • provide before and after pictures as well as fly through models; • vox pop interviews along routes to schools; • ensure all relevant groups are consulted; • on the spot observations and interviews; • adopt Manhattan's model of temporary interventions; • continue approach trialed at George Street; • keeping community councils involved; 	Many good ideas for promoting the Street Design Guidance document were submitted.	
Work on maintaining streets, paths and adding waste bins not only in the centre but in the forgotten suburbs.			It is intended for the Guidance to be mainly web based and this will allow anyone to access it at any time.
Use it as a guide rather than a statutory document.			
The area in most need is Leith Walk, trial ideas there.		Clearly people want to be involved with local decisions being made about their areas and this is better served through consultation on individual projects than this document.	
Show us before and after drawings and do fly through modelling.			
Vox pop interviews along routes to schools			
By consulting everyone.			
Time for trial is over, this City needs to get a grip of transport problems before it is too late!			
Take some good quality decisions and stick by them.			
Observation of how people cope with the current layouts & on the spot interviews.			
The Council writes good guidance but then it's ignored by the planners/developers. The guidance needs to be enforced.			
Follow Manhattan's model and reallocate road space with temporary measures such as planters and paint before then spending the money to do it permanently.			
By keeping Community Councils informed of developments.			
Condense and apply it for a local project where all parts of the project are described in relation to the guidance.			

<p>Try taking some parking away and making wider pavements, and/or segregated cycle ways. Cycle lanes with double yellow lines on uphill road side to make it safer for cyclists when they are going slowly.</p>	<ul style="list-style-type: none"> • provide examples of local projects relating to the guidance; • promote the use of online resources and infographics; • ensure up-to-date information is available on proposed projects for shopping and residential streets; • use more images; • distribute a 2 page summary of the Street Design Guidance to a wide audience; • trial in areas most in need of improvements; • use libraries to raise awareness; • specify what the guidance would provide for each area; • ensure local communities are involved; • consult again after decision but before the implementation. 	
<p>Most people will be interested in shopping streets first and then residential streets. Industrial estates are not much of an issue I suspect. Personally I would like to keep up to date with proposals for main shopping streets and tenement streets.</p>		
<p>By keeping Community Councils informed of developments.</p>		
<p>Condense and apply it for a local project where all parts of the project are described in relation to the guidance.</p>		
<p>A 2 page summary which can be understood by everyone with clear before and after street pictures and details of how this will affect pollution and car use. Delivered to as many homes as possible, libraries and public buildings. Facilitate some public debate and do not confine the setting of priorities to Council employees.</p>		
<p>Having pictures of different types of street is useful - get a feel for what people think is 'good' street design and what is less good</p>		
<p>Trial it in Gorgie! In particular, the main road area between Alexander Drive and Henderson Terrace.</p>		
<p>Halt the building of cycle lanes. Improve road surfaces.</p>		
<p>Many community libraries have space to display "mock-ups" of the guidance notes to improve public awareness and gain more comments.</p>		
<p>I think you should sort out the refuse as a priority as it makes much of the city look disgusting.</p>		
<p>Short document provided to members of the public distilling key concepts and ideas.</p>		
<p>A website with some decent graphics would work for me</p>		
<p>Print the guidance for each area.</p>		

Focus on how it would affect local communities - taking a 'city wide' approach will not have the desired effect at grass roots level, nor help to engage those local communities effectively.		
Get feedback from stakeholders on the street using; booths or touch screens in busy areas. Otherwise, the opinions you gather will be from those who actively seek out such information, maybe involved in the process and have made their mind up.		
Keep the public informed before, during and after the trial itself. Consultation should be held after the decision but before implementation to allow further comments.		
Provide the guidance in a variety of formats including easy read and large print.		
An opportunity for local discussions with designers		
Try less street furniture - you'll save money and realise you don't need half of it.		
Surveys like this.		
Workshops with professional streetscape designers would be fundamental and then a number of test projects.		
Pick one area / say Stockbridge and implement change.		
Show how it is being/ has been implemented in a pilot area eg how it informed Leith Walk - what has been done differently as a result of this guidance.		
Buses and cyclists, where possible, should be segregated into seperate lanes thus ensuring that traffic moves more quickly and effectively along main routes.		
Take it to the people. Don't expect them to come to you. The ones that will come to you have an active interest.		
Get more members of the public involved in what is happening or could happen on their local street.		
Standardising street furniture and improving footpaths in the city centre would be a simple and very visible measure of success.		

SDG Consultation – Comments on the draft Guidance

Key themes in the written feedback were:

- the guidance in the form presented is generally too long and as a result felt likely to be of limited practical use;
- formal reinforcement of the status of the guidance is needed in terms of it being a material consideration for planning;
- some auxiliary aspects of street design such as crime prevention and sustainable urban drainage need to be covered;
- more specific references need to be made with regard to the material types and layout provision for disabled people;
- a strong preference to segregate pedestrians, vehicles and cyclists from each other in new layouts and mixed views on shared space;
- an emphasis on giving better street maintenance equal attention or even prioritising over new street design;
- in general a reduction in the amount of street clutter, but an increase in the amount of seats/benches and more trees/greenery;
- support for 20mph zones across city;
- improved management/reduction in residential parking demand;
- emphasis on community involvement in schemes, use of trials to test out new ideas (e.g. George Street); and
- the development of appropriate audit processes to check objectives met.

Responses from the Organisations

Organisations	Response	Key Points
Paths for all	<p>I found the document clear, well laid out and easy to follow. The consistent focus on pedestrian needs throughout the guidance is refreshingly welcome. I have just a few minor comments:</p> <p>B3-2-2 Introduction to street furniture Would it be possible to include advice that the choice of colours and materials should not disadvantage people who are visually impaired. This relates to surfaces and street furniture.</p> <p>For furniture, bollards, seats and cycle racks are particularly important. The key point is that yellow markings on silver/stainless steel is extremely difficult for people with visual impairment to see.</p> <p>For more information on all aspects of street design for visually impaired people you might be interested in this presentation by Robert White - http://walkcycleconnect.org/downloads/2012-presentations/</p> <p>Apologies if this was to be covered by fact sheets in section C.</p> <p>B5</p> <ul style="list-style-type: none"> · Table showing variation of street design options across street types – under layout options would it be possible to phrase this simply as “on-street parking.” Inclusion of the words “priority for” might be taken as advice that on-street parking must be prioritised over other considerations. · Design options for no frontage streets (strategic, secondary and local) – I feel that footways should be provided to connect any nearby residential, employment, retail or bus stop facilities – via no frontage streets - to any other nearby pedestrian destination, e.g. parks, green spaces, etc. 	<ul style="list-style-type: none"> • Advice on colours and materials for the visually impaired regarding surfaces and street furniture would be useful • Footways should be provided to connect any nearby residential, employment, retail or bus stop facilities – via no frontage streets - to any other nearby pedestrian destination
Morningside Community Council	<p>Can more be done to regulate shop signs in the city centre? Buchanan St Glasgow has had a rigid control over the SIZE</p> <p>FORMAT and display of shop names etc- there is a uniformity and elegance here. Example Shelter sign was 18 inches feet high in Tolcross and 'normal' in others and outsize in Newington Rd</p> <p>Princes St- some fit nicely into their slots- others bulge over and look awkward- slabs of badly fitting plastic</p> <p>High St- surely some sort of control here please?</p>	<ul style="list-style-type: none"> • Need to better regulate shop signage across Edinburgh
sportscotland	Thank you for consulting with sportscotland on the above	<ul style="list-style-type: none"> • Street design should encourage

	<p>guidance document.</p> <p>Good street design is essential in encouraging both active travel as well as recreational access for a wide range of users, including pedestrians and cyclists. It is important that streets are designed to be suitable and safe for these users, with consideration given to the particular street design features required by each user. This appears to be reflected in the draft guidance and should be retained in future iterations.</p> <p>We have no further comments.</p>	<ul style="list-style-type: none"> • active travel and ensure cyclist and pedestrian safety
SEPA	<p>Thank you for consulting SEPA on the draft Edinburgh Street Design Guidance.</p> <p>I've read through the draft and I don't know if there is anything positive SEPA could add by answering the questions as set out in the consultation. On the other hand, I think it is possible there could be a mis-match between the guidance and the advice SEPA could give on SUDS, porous paving, etc.</p>	<ul style="list-style-type: none"> • Could be conflict between the guidance and SEPA advice on SUDS, porous paving etc
Grange Association	<p>This draft guidance was discussed at last night's meeting of the committee of the Grange Association. As an amenity association for this conservation area, we welcome this very comprehensive document. Because the Grange is a well-established area, much of the document is not relevant to us but we wish to make the following two comments on the draft:</p> <p>1) This version has no internal electronic links making the document difficult to negotiate. We hope the final version will correct this.</p> <p>2) We are concerned by the clutter of street furniture and road markings. We would whole heartedly endorse the desire expressed in the document to reduce this street clutter. While wishing in no way to impair the safety of pedestrians and road users, we would urge that street signs and road markings are kept to a bare minimum. We would suggest that a whole section of the document be devoted to street signs and road markings and that consistency be introduced. At the moment, street signage appears quite random. For example, when parking zone S1 was introduced, there was a proliferation of poles carrying parking signs. These not only made the area look cluttered but in many cases reduced the available width of the pavement to less than your recommended width of 1.5 meters. This contrasted with the later introduction of the priority parking zone where parking signs were attached to the walls. The Grange Association is now working with the Council to reposition the offending parking signs on to adjacent walls.</p> <p>We look forward to seeing the final version of this document.</p>	<ul style="list-style-type: none"> • Need for hyperlinks within the document – would make it easier to navigate • Concerned about street clutter and road markings – a section on these topics should be in the guidance in order to have a consistent approach

<p>Cockburn Association</p>	<p>The City Council is to be commended for producing this very comprehensive and worthwhile design guidance for Edinburgh's streets. We support the integration of all relevant policies and guidance dealing with street design and particularly welcome the emphasis on the creation of attractive places and the involvement of communities in this process. In this latter respect, it would be important to give appropriate weight to community views during decision making.</p> <p>In reading the guide to respond to this consultation, the layout/process is not easy to follow and a number of the tables are densely packed with detail. However, the various processes may be easier to understand and apply when actually being used on a specific case. Case studies showing how/where the guidance has been applied would be helpful.</p> <p>We note that the Guidance will be used for all projects that maintain, alter or construct streets including urban paths in Edinburgh. We therefore assume that the exemplar list of such projects will also include the maintenance of utilities? We have the following comments/questions about the implementation of the guidance:</p> <ol style="list-style-type: none"> 1. The impression is given that the guidance will only be applied when streets are being altered/developed/redeveloped 2. If 1) is the case and only part of a street is to be altered/developed/redeveloped - is the guidance only to be applied to the affected areas? Or can the opportunity be taken to consider enhancing the whole street through the new guidance? 3. If 2) is the approach, is there a danger that the guidance will be applied in an ad hoc and piecemeal way throughout the city? 4. Has an audit been carried out of the city's streets to determine their quality and to devise a comprehensive programme of refurbishment based on priority requirements derived from the guidance? 5. And importantly, who pays for street enhancements? 	<ul style="list-style-type: none"> • The layout and process of the document is hard to follow – case studies showing how/where the guidance has been applied would be helpful • Will the exemplar list of such projects will also include the maintenance of utilities? • Impression is given that the guidance will only be applied when streets are being altered / developed / redeveloped • If part of a street is affected is the guidance applied to this part or the whole street? • Will the guidance be applied consistently? • Has an audit been carried out been carried for refurbishment based on the guidance? • Who pays for enhancements?
<p>Historic Scotland</p>	<p>Thank you for providing Historic Scotland with the opportunity to comment on the City of Edinburgh Council's draft Street Design Guidance. This document brings together existing guidance in one place to ensure that design of streets in Edinburgh aligns with Designing Streets, the Scottish Government's policy on street design. We are supportive of this aim and very much welcome the more coordinated and cohesive approach now being taken to street design within Edinburgh. The recognition that streets are places is also positive, a move away from treating a street only as a road for traffic.</p>	<ul style="list-style-type: none"> • Agrees with observation and analysis to inform the design process • Consideration could be given to making more of both historic areas and streets • A need to promote area appraisals and management plans as a tool in the design process.

	<p>In looking at the content in more detail, Section B talks about the importance of observing and analysis to inform the design process and this is something that we would agree with. A number of street types have then been identified with accompanying information sheets, arguably a rather hierarchical approach. However, we do have more concerns with the lack of referencing of historic areas, (i.e. conservation areas as these are places with often a very individual character), especially given the importance of placemaking emphasised throughout the document. Where conservation area appraisals and management plans have been carried out, analysis on streetscape and public realm is generally included, and opportunities for enhancement often identified. This can include encouraging the reinstatement of historic features where appropriate, i.e. setts, and often seeks a higher standard of design for street furniture, lighting and in the specification of materials. For example, there is an aspiration to use natural materials in the World Heritage Site – sandstone paving in the New Town and Caithness in the Old Town.</p> <p>We feel therefore that consideration could be given to making more of both historic areas and streets, but also to promote area appraisals and management plans as a tool in the design process.</p>	
<p>Inverleith Society</p>	<p>The principal aim of the Inverleith Society is to improve the amenity of the Inverleith Conservation Area.</p> <p>While the Society is broadly supportive of the street design principles set out in the consultation draft these are primarily focussed on new developments. Streetscape and street usage have a critical influence on establishing the character of any area and this is especially important in conservation areas such as Inverleith. Across the City there is a legacy of poorly considered and ad hoc highways interventions both by the Council and by utility companies which seriously diminishes the quality of the urban environment and its attractiveness (especially for pedestrians and cyclists). The street design guidance must be supplemented by an action plan indicating how the design principles will be applied to established areas like Inverleith and by a commitment from the Council to implement a programme of positive measures to improve the amenity and usability of our streets.</p> <p>The lack of proper design consideration and the proliferation of ad hoc additions and alterations has damaged the visual appearance (and the usability) of key streets in Inverleith (especially Inverleith Row, Inverleith Place, Inverleith Terrace, Arboretum Road, East Fettes Avenue and Ferry Road). This seriously detracts from the character of the area which designation as a Conservation Area is supposed to protect and enhance.</p> <p>The main factors in Inverleith are:</p> <p>the poor state of footway and highway surfaces on the principal roads;</p>	<ul style="list-style-type: none"> • Guidance should be supplemented with an action plan showing how principles will be applied in established areas • Ad hoc additions and improvements have damaged the appearance of a number of streets in Inverleith • Issues regarding signage clutter resulting in visual confusion • Believes a number of improvements could be made to principal streets in Inverleith that could tie into planned 20mph restrictions • Asks if the Council would support a survey of local views in Inverleith such as is offered by Living Streets to establish a brief for improvements

	<p>the use of unsympathetic street surface materials for new works and repairs;</p> <p>the visual confusion caused by the anarchic and incoherent multiplication of different sign types (many of which have been generated by different parts of the Council) as well as general signage clutter both of which have the perverse effect of swamping any essential and valuable information content.</p> <p>We think that there are opportunities to make improvements to the principal streets in Inverleith which could also help to underpin the Council's planned introduction of 20mph speed restrictions across the area. These could include junction re-design to slow traffic movements and improve pedestrian safety at critical intersections; reconfiguration of footway/highway boundaries to increase pedestrian space and to integrate parking provision within re-designed street layouts; the addition of street trees on the wider roads either within wider footways or new central reservations.</p> <p>We need a properly integrated approach within the Council to the design and implementation of improvements to our streets which acknowledges and respects the special character of the Conservation Area. Would the Council support a survey of local views in Inverleith such as is offered by Living Streets to establish a brief for improvements?</p>	
<p>Transform Scotland</p>	<p>Transform Scotland notes, on page 15, that one of the key aims of the Edinburgh Street Design Guidance (ESDG) is to follow a process in which <i>“considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of day)”</i>.</p> <p>On page 25, under the heading 'Recent Policies', it is stated that <i>“For over 20 years Edinburgh has pursued a transport strategy focussed on strengthening the role of public transport, walking and cycling. Over this period, design practice has increasingly addressed historic problems by favouring street designs that support healthier and more sustainable ways of getting around, and planning policies have sought to support this. The Council wishes to design streets by always considering their role as a place first and which prioritise movement on foot, by cycle and by public transport”</i>.</p> <p>Regrettably it is evident throughout Edinburgh, and particularly in the central area and on the main routes into the centre, that the private car continues to dominate the street, both when moving and when parked. It is difficult to find many examples of streets where there is evidence that pedestrians and cyclists are being given any priority, and few where there is public transport priority on any scale. On-road cycle lanes where provided are all non-</p>	<ul style="list-style-type: none"> • Difficult to find evidence of pedestrians and cyclists being given priority over vehicles in central Edinburgh • Cost is likely to have an overarching influence on achieving the principles of how streets should be designed • Difference between improving priority for pedestrians and cyclists which is currently low and actually giving them priority • Section B is too confusing and word heavy and its wording will cause debate as to whether public transport users will be given priority • The ESDG is written in a format which implies that there is a process underway to redesign all of Edinburgh's streets to accord with the guide. • Without a major and accelerated programme of intervention, any of the principles set out in the guide, particularly as regards priority for pedestrians, cyclists and public transport users, are unlikely to become evident on even a small proportion of

statutory and not protected from parked vehicles. Routes for pedestrians at busy junctions are often circuitous, particularly where there are roundabouts and/or where the junction covers a large area or has a several converging roads. The caveat at the end of the first quote – *“whilst not causing undue congestion or delaying other street users”* – appears to be of paramount importance, and effectively means that the need to maintain the free flow of traffic is given greater priority than any aim to ease the passage for and increase the safety of pedestrians and cyclists.

On page 27 of the ESDG it is explained that Edinburgh’s goals and values for street design mean that streets will be designed to be:

1. Attractive and distinctive, supporting places of interest
2. Welcoming, inclusive and accessible
3. Helpful in making Edinburgh’s transport and ecological systems more sustainable
4. Legible and easy to get around
5. Safe and pleasant - design helps to minimise the risk of injury and death, especially to vulnerable road users – reducing road speeds; a safe environment is provided for all users – giving priority to pedestrians, cyclists and public transport users
6. Responsive to needs of local communities
7. Cost effective in design

Transform Scotland supports all the criteria listed, but the final criterion is likely to have a strong influence on the achievement of the other six.

Summary Statement 3 on page 31 states that *“street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets”*. This statement does not mean the same thing as giving priority to these users, but only to seek to improve – from a low base – the conditions which they face. Consequently this statement falls short of the commitment to *“prioritise movement on foot, by cycle and by public transport”* stated on page 25, under ‘Recent Policies’.

In Section B relating to ‘Design Overview’ (page 34), it is explained that *“Design should fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution”*. However the pages which follow set out an enormously complex process of analysis and categorisation of each street, seeking to resolve competing needs, but there is little in this confusing and word-heavy section which suggests that much progress will be made towards genuinely giving consideration to public transport users, pedestrians and cyclists, ahead of the need to maintain traffic flows. The words *“those [users] which deserve priority”* will be a matter for considerable debate and dispute in most circumstances.

For example, on page 39 it is stated that *“We are now moving towards a more comprehensive design process*

Edinburgh’s streets for many years or decades
• Concerned that the guide appears to reflect an enormous amount of work to produce a highly detailed and complex document with very limited practical application

	<p><i>that gives, for example, pedestrians a rightful place on the carriageway through crossing points that [are] easy, convenient and appealing, particularly in streets with a high place function such as shopping streets". Inevitably the motor vehicle will be given first priority on all but the most minor of carriageways, and the long-established road design principle of seeking to minimise car queue lengths at main junctions means that pedestrian crossing phases will be short and sometimes infrequent, and sometimes broken into two phases in order to cross one road.</i></p> <p>Most fundamentally, the ESDG is written in a format which implies that there is a process underway to redesign all of Edinburgh's streets to accord with the guide. In reality there will be very few new streets built from scratch, particularly in the inner areas, so we fear that the best that is likely to happen is some modest redesigning of certain streets as part of a specific project, for example when new traffic management procedures are being introduced. Without a major and accelerated programme of intervention, any of the principles set out in the guide, particularly as regards priority for pedestrians, cyclists and public transport users, are unlikely to become evident on even a small proportion of Edinburgh's streets for many years or decades. In the absence of a firm commitment from the council to fund and implement these measures by way of a city-wide programme, undertaken to a firm timescale, much of the content of the guide will have extremely limited application. Thus we are concerned that the guide appears to reflect an enormous amount of work to produce a highly detailed and complex document with very limited practical application.</p>	
<p>Scottish Natural Heritage</p>	<p>Thank you for sending us a copy of the draft Edinburgh Street Design Guidance. We welcome the opportunity to comment on this document.</p> <p>The guidance has a valuable role to play in translating and refining the principles of Designing Streets into a meaningful form that focuses on Edinburgh's distinct character and circumstances of place. In its current form, we consider the guidance to be overly long and therefore perhaps less likely to offer a clear direction to developers. We recognise however that it is intended for viewing on screen, moving between relevant sections and which may therefore, in practice be more manageable than as a read-through document.</p> <p>Relationship to Local Development Plan policy We submitted comments on the proposed Local Development Plan (LDP) on 14 June 2013. Of the sections cited in the draft Street Design Guidance as being relevant to its content, we offered the following comments:</p> <p>Section 5 – A Plan for All Parts of the City</p> <p>Some small changes to text could bring the Strategic Development Areas into line with the overall strategy and specific topic objectives. This is mainly in relation to the</p>	<ul style="list-style-type: none"> • Guidance is too long and may give a less clear direction for developers • Detailed comments on how to make the guidance more consistent with local and national policy • Suggests comments that could improve wording in places

incorporation of cycle and pedestrian links through sites. For example, under General on page 54:

“Where possible, proposals should incorporate new cycle and pedestrian links through the site ...”

The suggested removal of ‘where possible’ would be more in accordance with the 3rd aim of the plan (page 7) and the second and fourth transport objectives (page 104). This would also strengthen the plan’s alignment with Designing Streets and Scottish Planning Policy (SPP).

Section 2 – Design Principles for New Development

We generally agree with the provisions of these policies but consider that section b) of Des 7 could be amended as follows:

- Current: *new streets within developments are direct and integrated to ensure ease of access to local centres and public transport and new public or focal spaces are created where they will serve a purpose.*
- Proposed: *new streets within developments are direct and connected to other networks to ensure ease of access to local centres and public transport, with new public or focal spaces created where they will serve a purpose as part of this network.*

This revision is in alignment with paragraph 46 of SPP.

Section 7 – Transport

The provisions of policy Tra8: Cycle and Footpath Network form the basis of a strong safeguard for sustainable transport in Edinburgh. However, we suggest that rather than focusing the policy and its supporting text on what development should not do, there is an opportunity for a more enabling stance to be taken. In accordance with paragraphs 270 and 273 of SPP, the emphasis could be on *making best use of or adding to* existing and creating new networks.

Overall, we would emphasise the importance of connectivity of streets to green networks and places that people want to go. The Street Design Guidance could emphasise this more simply, perhaps reflecting paragraph 4.15 of NPF3:

Creating walkable places, with well-designed streets that link our open spaces and wider active travel networks, can deliver better environments for pedestrians and cyclists in town and city centres, and improve health.

This emphasises the transport hierarchy of Designing Streets and would link well with the overall focus on modal shift to more sustainable transport options.

Goals & Values

	<p>Where the draft references the natural heritage, such as in Goal 3 on page 27, we believe the text would benefit from some refinement. As currently written, it uses terminology that we find unclear:</p> <p>Helpful in making Edinburgh’s transport and ecological systems more sustainable.</p> <p>This appears to be about multiple benefits and opportunities to link places, people and the natural heritage within and beyond Edinburgh. We therefore suggest that this goal is reviewed along similar terms to those used in Scottish Government’s Green Infrastructure: Design & Placemaking emphasising instead:</p> <p>Making sustainable connections between places, communities and green spaces via multi-functional green networks.</p> <p>The description of the application of goal 3 on page 28 would also benefit from review, particularly:</p> <p>Vegetation and trees support local ecology.</p> <p>Which we suggest is revised to read: Diverse, connected habitats are created which support Edinburgh’s natural heritage.</p> <p>We hope these comments are of use to you.</p>	
Police Scotland	<p><u>Observations and Comments</u></p> <p><u>Observation 1</u> Page 4 – Executive Summary states that</p> <p><i>To ensure that Edinburgh’s streets are designed to be:</i></p> <ul style="list-style-type: none"> • <i>Attractive and distinctive, supporting places of interest</i> • <i>Welcoming, inclusive and accessible</i> • <i>Helpful in making Edinburgh’s transport and ecological systems more sustainable</i> • <i>Legible and easy to get around</i> • <i>Safe</i> • <i>Responsive to the needs of local communities</i> • <i>Cost effective in design</i> <p>Comment With one of the key points being ‘safe’, it is disappointing that there is no reference to Secured By Design (SBD) throughout the document as the design of any development has a key role to play in community safety. The Police’s flagship initiative SBD, supports the principles of Crime Prevention Through Environmental Design (CPTED)</p> <p>SBD measures are designed to improve security of houses and safety within neighbourhoods and are an integral element of CPTED approaches. SBD principles support the implementation of the Scottish Government’s key strategic objective of</p>	<ul style="list-style-type: none"> • No reference to Secure by Design in the guidance • Opportunity to promote Crime Prevention Through Environmental Design (CPTED) • In the crime and violence section Anti-social Behaviour (ASB) should be included, as the design of the environment can have a significant impact on the level of ASB that is experienced • Need for a holistic approach to safety and security • Imperative that consideration is given to the design and location of street furniture, as it can affect the safety of any environment, including being used to overcome perimeter security, aiding access to vulnerable areas or can encourage ASB. • Ensuring a safe environment should be considered at the design stage to avoid retrofit and cost later • Page numbers in the contents page do not correspond to document – inaccurate from page 80

'Creating Safer and Stronger Communities and helping local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life'. It is important that these matters are understood early in the process so that they can be addressed without compromising the design as a whole.

It is appreciated that some architects are aware of the SBD initiative but this document is an ideal opportunity to promote the CPTED principles as one approach to making places safer.

Further information about the initiative, along with details of the core principles and a range of detailed guidelines including play areas, new homes and Park Mark safer car parking can be found at www.securedbydesign.com

Observation 2

Page 42 states

Protection from

- *Traffic and accidents*
- *Crime and violence*
- *Unpleasant sense experiences*

Comment

In the crime and violence section Anti-social Behaviour (ASB) should be included, as the design of the environment can have a significant impact on the level of ASB that is experienced.

Observation 3

Page 43 to 46 states that

Safety and security considerations

- *AFTER DARK SECURITY: Lighting*
- *DAYTIME SECURITY: CCTV*
- *QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)*
- *VISIBILITY: Overlooked, no blind corners*

Comment

It is essential that the whole design process is a holistic approach when considering safety and security measures, as if taken in isolation the results can be ineffective and have cost implications in the future. A crime profile and consultation with the Police can assist in ensuring that the measures are appropriate for the needs of each individual development.

This is demonstrated with CCTV, which has been highlighted as a consideration for daytime security but could be effective during both the day and night if other

	<p>factors like lighting, vegetation and positioning are taken into account at the design stage.</p> <p>Observation 4 Page 49 states – Street furniture factsheets look at the choices of the items installed on the surface of the street, their specification and how they are fitted. The following should be considered in design:</p> <ul style="list-style-type: none"> • What furniture is used to assist street users make the most of the space and create inclusive and useful streets. • What part furniture plays in the look and feel of a street to create welcoming places. <p>Comment It is imperative that consideration is given to the design and location of street furniture, as it can affect the safety of any environment, including being used to overcome perimeter security, aiding access to vulnerable areas or can encourage ASB. Again the principles of CPTED can assist in addressing these issues.</p> <p>On some occasions the safety of the environment has to take presidency over the design, or be cleverly incorporated. As the design, could have a detrimental effect on the local community and their experience of the environment.</p> <p>For example the streetlights can be fitted to accommodate CCTV in higher crime areas to assist in deterring and detecting crimes. However the current standards requested by the lighting department does not accommodate mobile CCTV. If included at the design stage it can be less expensive than having to retro fit at a later date.</p> <p>General Comments</p> <ul style="list-style-type: none"> • It is noted that the page numbers on the contents page do not correspond with the text within the document; it appears to become inaccurate around page 80. 	
<p>Grange / Prestonfield Community Council (GPCC)</p>	<p>GPCC welcomes the opportunity to comment on this draft Guidance. Some of its content and that of the overarching Scottish Government’s policy on street design “Designing Streets” are necessarily technical and beyond our expertise. The following comments are offered in the hope that they may improve the Guidance in a non-technical way.</p> <p>The document is in general very well written and easy for the non-expert to follow. We suggest that it could do with a final review to get rid of non-essential jargon and some wording which is more marketing than technology. For instance readers do not need to be told on page 3 under Status of the Guidance in the 4th line that it is “user-focused” (also repeated on page 21). If it is not user-</p>	<ul style="list-style-type: none"> • Guidance is well written and easy to follow • Concerned over the non-statutory status of the guidance – recently CEC have tended to justify departure from non-statutory guidance • Guidance must be a material consideration with detailed reasons given for departures • Cycle lanes should be introduced where most needed • Issues surrounding red asphalt being chipped by drivers in poor weather

	<p>focused it is worthless.</p> <p>Page 3 – Status of the Guidance. This section makes it clear that this Guidance is one of the six nonstatutory guidance documents interpreting LDP policies etc. As this is the last of the six we suggest that the other 5 be listed in the text for ease of reference, as is done for instance in the Edinburgh Design Guidance. Also some other guidance and standards are still relevant when considering the Edinburgh Street Design Guidance and we suggest that these be listed. One example would be the Edinburgh Parking Standards. We note that page 21 lists those Edinburgh publications to be superseded and this might be the place to list those still to be in force or on page 23.</p> <p>Page 3 – Status of the Guidance. We have a serious concern about the non-statutory status of the guidance in the assessment of planning applications. Since the adoption of the five other non-statutory guidance documents referred to above we have observed an increasing tendency by the CEC planning service to ignore its own guidance with statements in assessments such as “This minor breach of nonstatutory guidance is acceptable” when to those affected it may be neither minor nor acceptable. We welcome on page 22 the reference to “Designing Streets” Policies and we note that “Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.” We ask that the Edinburgh Street Design Guidance must be a material consideration, or some other firm procedure adopted to ensure that it is not ignored just for expediency and detailed reasons must be given if it is to be justifiably set aside. (We would also like this provision extended to the five other guidance documents.)</p> <p>Page 5 – Who are “we”? This wording sits oddly with the rest of the text although we welcome its intentions. Sporadic uncertainties about who “we” are occur elsewhere such as on pages 29 to 31.</p> <p>Page 15 – The key aims set out on page 15 are supported, but it is suggested that they may not “be applied consistently to all new development projects” unless buttressed by the firmer requirement set out in 4 above.</p> <p>Page 23 – Context of other guidance. Under CEC Supporting Plans and Policies we assume that the last item is meant to be “Conservation Area Character Appraisals” and if so we welcome this inclusion. If the item is intended to mean something else then we ask that this reference be included.</p> <p>Pages 27 & 28 – Goals and Values for Street Design. We strongly support these.</p> <p>Page 38 onwards – B3.. Overview of Street Users and Design Options</p>	<ul style="list-style-type: none"> • Cycle lanes should be mandatory or segregated with careful design required at junctions • Welcomes integrated approach to reduce street clutter • Asks if this Guidance is applied would it result in differentiating Edinburgh from any other city and how would Edinburgh’s singular character and status as a capital city be expressed through the Guidance?
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B3-1-3 Considering streets for cycling.

- c) We are concerned that Accessibility considerations such as **flat** and adequate **width** could be interpreted to mean that cycle facilities should **only** be introduced in such locations

b) Cycle lanes should be introduced where they are needed most, eg at and before junctions and where the road narrows

Page 60 onwards – B5 Design Principles/Common Elements/Design Options

- c) Under Walking Environment, we agree that pedestrians should have priority over side streets in areas with high footfall. We support measures such as unregulated junctions, continuous pavements across side junctions and pedestrian crossing points at 50-100m intervals in residential areas

b) Under Cycling Environment, we have a number of suggestions

i. We agree that cycle lanes should be either mandatory (we assume that means without car parking) or segregated (these make inexperienced cyclists feel safer, but there needs to be careful design at junctions)

ii. There is an issue about the visibility for drivers of red chipping asphalt in dark wet winter conditions and suggest that this be reviewed to see what other options exist.

iii. Markings on the road fabric: Many of these do not last long creating uncertainty for road users which can be hazardous and risks causing unintended infringements. We suggest a technical review of what might be possible to improve this situation.

c) Public Transport/Furniture/Bus Shelters: If these are to be greatly increased in number is it clear how this is to be done and paid for and who is responsible for their location and provision? It would aid visibility and help users if bus tracker displays and interactive links could be provided in the bus shelter, but this then requires an integrated approach and better means to inhibit vandalism. This integrated approach would also reduce street clutter, another very welcome aim of the Guidance.

Page 82 onwards – C Detailed Design Manual: We found it very disappointing that during the period we were able to study this document we could find only one of the factsheets to look at and so in effect much of the Design Manual was not available for consultation. We think this has greatly diminished the value of this consultation.

Page 116 – Appendix 4 Designing Street Risks: We found this to be a most interesting and helpful annex setting out the legal and technical context and risk and liability issues

	<p>in street design.</p> <p>Edinburgh: The broad principles of “Designing Streets” emphasising Place before Movement, A Sense of Place, Pedestrians First and PMV last and Reducing Clutter have been well carried into the Edinburgh Street Design Guidance and there is a historical context in A3. However the question we think may still remain is that if this Guidance is applied would it result in differentiating Edinburgh from any other city and how would Edinburgh’s singular character and status as a capital city be expressed through the Guidance?</p>	
<p>Edinburgh Living Streets Group</p>	<p>Our overall comments are as follows:</p> <p>The needs of pedestrians, cyclists and public transport users cannot be considered together. Designing Streets creates a clear hierarchy of pedestrians, then cyclists, then public transport users and this should be applied throughout this document</p> <p>The proposals for shared use footways, bus stop designs and joining/leaving the carriageway should be properly pedestrian proofed with pedestrian safety and comfort being prioritised.</p> <p>Stronger emphasis is required on reducing unnecessary signage and commercial clutter, placing signage on lamp posts, existing street furniture or walls and the removal of existing poles and relocating signage should be a matter for regular and routine checks.</p> <p>The overall emphasis of the draft Guidance reads top heavy in terms of coverage of the policy / planning framework and categorising street types, and light in its focus on the procedural aspects of detailed design and implementation. The latter urgently needs to be strengthened.</p> <p>For successful implementation it is essential that there should be rapid follow up in terms of staff training, designed to ensure that all staff in relevant roles are aware of the Design Guidance, and that they utilise it in their day to day practice. In the past similar guidance has often been ignored in many relevant contexts within CEC. Specific instruction should be given on how the guidance is relevant, and staff provided with extracts and focussed examples that illustrate the use of the guidance in their specific work roles. The procedures to be followed in order to utilise the guidance also need to be specified, and tailored to the various implementation contexts and staff roles. Only with such vigorously applied follow up can the second key reason for producing the Guidance, that is should be ‘be applied consistently to all new development projects as well as schemes affecting existing streets’, be realised.</p> <p>There remain some important gaps in the draft Guidance from a walking perspective that need to be filled. In particular it appears that the needs of pedestrians in relation to both public transport and in relation to on-street parking are not being given the attention that they require. The design and layout of bus (and tram) stops is of</p>	<ul style="list-style-type: none"> • Need for a clear hierarchy of street users as per Designing Streets • Pedestrians should be prioritised for shared spaces, bus stop design and joining/leaving the carriageway • More emphasis need on reducing street clutter • Focus on the procedural aspects of detailed design and implementation needs strengthened • Need for staff training on relevance of guidance and examples that show how it is relevant to staff in their roles • Conflict between pedestrians moving along the pavements and those waiting to board buses should be avoided or minimised through bus stop design – this issue should be flagged up in section B5 • Guidance should cover location of facilities where pedestrians congregate e.g. ATMs to avoid conflicts • On-street management - of signage, bins, seating and other street furniture - should be seen as an essential component of street design and place making. • Reduction and relocation of signage to minimise poles and clutter should be a matter for regular and routine checks • Numerous detailed comments for consideration

fundamental importance if conflicts are to be avoided (or minimised) for pedestrians, between those moving along the pavement and those waiting and boarding buses. It is also important that visibility and space is maintained for pedestrians passing the bus stops: Princes Street, Polwarth Terrace, Nicholson Street and Raeburn Place are unfortunate examples of where bus stops are barriers for pedestrians. Yet there is no reference to these issues in the current draft guidance. It is possible that they are well covered within the public transport fact sheets, but it has not been possible to assess this since the links to these fact sheets are not active. The issues should in any case be flagged up under the design principles in section B5, with clear links made through to the relevant fact sheets. We suggest that there should be an addition, in the Walking Environment Section under Common Elements, of the general point that pavement widths at bus stops need to be sufficient to accommodate the shelters and boarding areas required. This should be followed through in the Walking Environment section for each of the relevant street types, with suitable references to the increases in the minimum pavement widths required.

There are similar omissions in relation to the layout of parking provision and its links with pedestrian movement.

The Design Guidance should also cover the location of facilities, such as cash machines, around which pedestrians congregate. This is to avoid their location at points of conflict with other activities such as bus stops or cycle parking, or where pavements are narrow or space is otherwise at a premium.

It is vitally important also that on-street management - of signage, bins, seating and other street furniture - should be seen as an essential component of street design and place making. Stronger emphasis on good management is required, and the reduction and relocation of signage to minimise poles and clutter should be a matter for regular and routine checks.

Detailed comments

Our comments in greater details are below:

On page 15 reference to integrating solutions for 'pedestrians, cyclist and public transport users'- quite often those solutions will be distinct and prioritisation will be required- for example improving conditions where pedestrian flow is highest.

On page 15, there should be a default hierarchy with pedestrians at the top.

On page 22, there is a statement that Design Manual for Roads and Bridges (DMRB) standards can be used where this guidance doesn't cover an issue. DMRB is not appropriate for urban areas and where the guidance doesn't cover an issue, guidance should be revised to ensure that a new approach, in line with the hierarchy with pedestrians at the top, is put in place.

In the Historic Development and Character Areas section (p. 25) the scale of the road safety problems created by car oriented design should be flagged up. We suggest that the last sentence should be modified to read 'The result is incompatible with road safety and environmental sustainability ...'

Page 25, third paragraph should highlight the barriers specific to walking. The fifth paragraph could highlight the default hierarchy.

The changes in practice listed in Section A5 are welcomed and in particular Summary Statement 3 (p.31), which gives systematic priority to designing improved conditions for pedestrians on most streets. The explicit specification that this means tight corners at junctions, crossing points at desire lines, and flat pavements with suitable crossfalls at driveway entrances, is especially welcome. We look forward to the necessary measures being taken to ensure that there is consistent implementation of this design guidance; measures that we see as long overdue.

On page 36, the street framework is introduced. We commend this approach but do have one concern as to how flexible the definition will be. Streets change over time and proposals to improve public spaces, such as on East Causewayside shouldn't be blocked simply because a street has been defined as strategic or secondary.

On page 43, we particularly welcome the statements that "Design should give special consideration to the young, old and those with disabilities" and "free from barriers such as footway obstructions"

On page 43, it is important to highlight that it is not just about walking to work, that 33% of all trips are by walking and this takes no account of the high proportion of tourists who walk, vital to the Edinburgh economy.

On page 51, we welcome the approach to soft landscaping but would highlight two additional points:

- There are opportunities for 'aggressive planting', e.g. planting of thorned bushes to block access to graffiti-prone walls
- There should be recognition that planting, if not properly maintained, can block passage for vulnerable pedestrians

Page 48 main paragraph, second sentence should be amended to read "Shared spaces can assist with giving pedestrians priority over other street users where traffic and cycling speeds are effectively controlled"

Page 49 last paragraph - first sentence should be amended to read "Street furniture may be related to traffic management or is provided for commercial purposes or for the comfort of street users"

In the categories on page 56-57, 'legibility' is an important value for all street types. We also believe that the 'safe' value is important to apply to strategic streets.

On page 62, the design speed for strategic residential

(high density) streets should usually be 20mph not 30mph.

In Section B5 speed limits are shown in association with the list of different road categories. The limits specified appear to have some anomalies, however, and should be adjusted to bring them more clearly into line with current policy on the use of 20mph limits. For 'Strategic Residential' streets for example (p.62), where there will be high densities of pedestrians, the limit is set at 30mph; whereas for 'Strategic Employment' streets (p.63) it is set at 20mph. We are presuming that these limits should be transposed.

On page 65, on strategic no frontage streets, footway provision should be made if the route is likely to be used at any time, particularly after dark by pedestrians.

On page 67, lower lighting columns would be appropriate for secondary residential streets to help lower speeds

On page 72 and 74, on local residential (high or low density) streets, there should not be shared pedestrian/cycle footways.

For the 'Local Residential (low density)' street category (p.74) the maximum 3m corner radius requirement, under Walking Environment Layout, has been omitted. We assume in error.

On page 83 we broadly welcome the statement that "Footway should be widened to minimum widths where feasible". However, there are many areas with high pedestrian usage where specified minimum width is not currently provided for (eg Cowgate, West Port, East section of High Riggs). So we would seek some further explanation of what does "the minimum" really mean?

We note with approval the design detail drawing for the treatment of Crossfalls in Section C, Pedestrian Zones, p.84. We also welcome the fact that chamfered kerb designs are to be used where pavement widths are narrow, but it needs to be made clear what is narrow in this context; which should be wherever the pavement widths are less than the normal minimum of 2 metres. A detailed design drawing is also needed to illustrate an approved chamfered kerb design.

The Factsheet on Uncontrolled Crossings, on p87, states that 'White Bars marking can be used across crossing points to avoid parking'. It is well known that such marking is not effective and that double yellow lines are required rather than white ones in this context. The accompanying photograph on this page indeed illustrates the use of double yellows.

On page 87, we strongly welcome the commitment to flush dropped kerbs. This page should also highlight a minimum width for refuges. We note that statement that "The most basic form of crossing is a pedestrian refuge in the form of an island in the centre of the road, often at junctions." This statement should be qualified by noting that the easiest way for a pedestrian to cross a road is to minimise the width of road to cross; this is the "most basic

form of crossing". In many instances in practice, it would be preferable (in terms of facilitating a pedestrian crossing a road) to widen the pavements and narrow the road, rather than to provide a refuge in a (wider) road.

On page 90, we would highlight the importance of consultation with groups representing visually impaired individuals.

The detailed design for raised entry treatments (into 20mph or home zones), as illustrated on p.90, specifies block paving or setts as the preferred material, even for the area of the desire line that acts as a pedestrian crossing. This is unfortunate and is not consistent with the advice given in the Factsheet on 'Continuous Junction (Gateway Entrance)' on p104. The advice and illustration on p.90 should be modified in the light of experience (in Edinburgh and elsewhere) of the additional maintenance costs and problems for pedestrians that are associated with the use of these materials. Flat surfaces without trip hazards for pedestrians are especially important at crossing points, and the use of small blocks or setts exacerbates the risks compared with larger flagstone or asphalt based designs. Raised entry treatments that are distinctive and /or indicate priority for pedestrians, can readily be designed without resorting to the use of small block pavers or setts.

"On page 94, we believe that shared footways are inappropriate in the overwhelming majority of locations in the city. A robust and transparent consultation process is required to determine the very few exceptions to this default assumption, ensuring that pedestrian safety and comfort are properly protected. We are also concerned at the idea of lighting and columns and poles being located in the separation strip as this creates an additional hazard for visual and mobility impaired individuals. We accept that streets with no frontage will have less pedestrian/cyclist conflict but would argue that residential and employment streets should not be considered for shared use footways.

We would also query the statement: "Used only when carriageway environment is assessed to be unsuitable for cyclists and not possible or desirable to improve on carriageway conditions" The guidance should specify or at least illustrate under which circumstances would the carriageway be unsuitable for cyclists and what steps could be taken to make the carriageway feel safer for cyclists of all abilities to use it.

On pages 95-97 under bus stop designs, options 2 and 5 would generate huge conflict and should not be considered under any circumstances. Option 3 could only work where pedestrian flow is low. For option 4, we believe this should apply even where cyclist use is higher and that option 1 could still be used where appropriate and where there are no risks to cyclists.

We recognise the dangers of merging traffic around bus stops to cyclists and believe that carefully designed floating bus stops may be an appropriate solution where

segregated cycle lanes are provided.

On page 98, we believe the proposal for joining/leaving the carriageway focuses on continuity of movement and comfort and safety for cyclists with insufficient consideration of pedestrians, especially more vulnerable pedestrians. We think this is building in areas of future conflict. The options which deflect the footway are marginally better than the options which encourage hopping on and off the footway. A design solution would be required which would ensure that bicycles are moving close to walking speed in these solutions-the kerb should not be flush (unless it will serve a particular need for disabled pedestrians)

On page 101, we welcome the commitment to restrict corner radii. This should be dependent on local context, for example the presence of a sheltered housing or care home would suggest there will be a larger number of older pedestrians crossing the road who would benefit from lower radii, regardless of street type..

On page 102 (junction radii) "A presumption should be to minimise the radii, where the maximum is to be installed, justification must be given in audit document". We suggest this should read: "the presumption is to minimise the radii; where this is not proposed, justification must be given in audit document". This statement implies that all proposals are indeed audited - a presumption included in 'Designing Streets'. We believe the design guidance should explicitly state that this is a requirement and Would appreciate clarification of an appropriate process of auditing.

On page 104, we welcome the commitment to continuous junction (gateway entrances) but believe these should also apply to local to local, secondary to local and secondary to local and service junctions too.

The illustration and advice on the Factsheet concerning 'Continuous Junction (Gateway Entrances)', on p.104, gives no details of the means of raising the entrance to pavement level. This should be added, and the detailing of steep ramp or hump slopes must ensure that speeds are reduced to well below 20mph, at these crucially important points for the safety of pedestrians and cyclists. The chamfered kerb design referred elsewhere (in association with driveway entrances) would seem to be appropriate here also.

On page 124, the creation of defensible space could be an important change to residential streets without conventional frontages, e.g. at high rise developments. For example, where a building is surrounded by public greenspace, there should be a sense that there is a buffer zone between a window and the greenspace.

Associated with planting, the guidance should advise against hedges, trees and other vegetation protruding into the footway, and should state what intervention the Council will make where this is problematic

In Table 3.1.2. on p.130, 'Street Audits' should be added to the list of example projects, under the Medium category

	<p>we suggest.</p> <p>Appendix 5 includes a table on the importance of Seating Provision in the different categories of streets (p.144). It focuses solely on heavily used and in particular retail / high street / hub type streets, with no other streets registering as of even medium importance. Understandable perhaps, but this approach pays no consideration to the needs of mobility impaired pedestrians, even in streets / localities where there are concentrations of facilities for the elderly and disabled. We consider this to be fundamentally wrong. The provision of seating at regular intervals along residential streets, where they provide access to local facilities for concentrations of mobility impaired users, or near playgrounds, should be seen as a top priority and ranked on a par with provision in a retail environment. (cf. The DoT's 'Inclusive Mobility' Guide, published in 2002)</p> <p>On page 145, we would question whether the carriageway should be an absolute minimum width of 6.25m as there may be circumstances when a narrower street would benefit pedestrians and cyclists without unduly delaying buses- especially where bus use is low. For example, on the Westport, this is a bus route however the footways are extremely narrow and are strong candidates for widening</p> <p>We note on page 146 that “the guidance is subject to an ongoing human rights and equalities assessment. Initial findings from internal workshops are summarised below.” We would highlight that under the 2010 Equalities Act there is a statutory requirement to review such policies for impact on ‘protected characteristics’ and for those interests to be involved in such reviews, with the results published.</p>	
<p>Portobello Amenity Society</p>	<p>We have discussed the draft Edinburgh Street Design Guidance at the last two amenity society meetings. While we recognise the need for such guidance we did not find it easily accessible as regards the ordinary person as we found it extremely theoretical at this stage and, as a result, we are unable to make any other comment other than this.</p>	<ul style="list-style-type: none"> • Document is too difficult to understand for members of the public
<p>Spokes Planning Group</p>	<p>2. To what extent do you agree or disagree that streets should be designed to:</p> <p>Complement the surrounding buildings Neither Agree Nor Disagree</p> <p>Ensure you feel safe and comfortable Strongly Agree</p> <p>Be easy to find your way around Strongly Agree</p> <p>Provide for a variety of activities Slightly Agree</p> <p>Include trees and landscaping Slightly Agree</p>	<ul style="list-style-type: none"> •

Encourage travel on foot, by bike and by public transport
Strongly Agree

3. To what extent do you agree or disagree with the following approaches to street design in Edinburgh?

Having wider pavements where there are lots of pedestrians
Strongly Agree

Using paving slabs to surface footways with lots of activity i.e. shopping streets
Neither Agree Nor Disagree

Using materials which would minimise the impact on the environment
Slightly Agree

Segregating cyclists from other vehicles where there is lots of traffic
Strongly Agree

Separating public transport from other vehicles to help it get past traffic queues
Strongly Agree

Allocating space for pedestrians to stop, rest and enjoy the surroundings
Strongly Agree

Focusing on busy shopping streets as the most important areas for making places better for people
Neither Agree Nor Disagree

Giving priority to vehicle space for car parking on the road in residential streets
Strongly Disagree

Having less space for cars in streets where lots of people are getting around by other methods
Strongly Agree

4. What is your favourite street in Edinburgh and why?

There is currently no 'Spokes favourite street' in Edinburgh. Potentially it is Princes Street, as was suggested by the results of a survey of nearly 100 Spokes members in 2010, but it would need to be free of motor traffic and redesigned with walking and cycling prioritised. Princes Streets connects many other routes, it contains or is near many great and useful destinations, and of course in many other ways it cries out for a redesign which would justify its potential place as Scotland's premier street.
NOTE: In relation to the following questions about 10 Edinburgh streets, we attempt to give an overall perspective on each street, not solely a cyclist perspective.

We are interested in whether you like these streets or not, thinking about how they are used, what they look like and

if they are welcoming, for example

5. Do you like this street?

Like a little

6. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for parking - like

Street furniture (e.g, benches, art work etc.) - dislike

Safe to use - like

7. Do you like this street?

Like a little

8. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - like

Space for parking - dislike

Trees or vegetation - like

Street furniture (e.g, benches, art work etc.) - dislike

9. Do you like this street?

Dislike a little

10. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - dislike

Space for parking - like

Street furniture (e.g, benches, art work etc.) - dislike

Safe to use - dislike

11. Do you like this street?

Dislike a lot

12. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - dislike

Space for the general road - dislike

Street furniture (e.g, benches, art work etc.) - dislike

Safe to use - dislike

Overall look and feel - dislike

13. Do you like this street?

Neither

14. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for parking - dislike

Trees or vegetation - dislike

Street furniture (e.g, benches, art work etc.) - dislike

Overall look and feel - like

15. Do you like this street?

Like a lot

16. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for socialising - like
Space for pedestrians - like
Space for cyclists - like
Space for parking - like
Trees or vegetation - like
Street furniture (e.g, benches, art work etc.) - like
Quality of the surfacing - like
Safe to use - like
Overall look and feel - like

17. Do you like this street?

Neither

18. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - like
Trees or vegetation - dislike
Street furniture (e.g, benches, art work etc.) - dislike
Safe to use - like
Overall look and feel - dislike

19. Do you like this street?

Like a little

20. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - like
Space for cyclists - dislike
Trees or vegetation - dislike
Street furniture (e.g, benches, art work etc.) - dislike
Quality of the surfacing - dislike
Safe to use - dislike

21. Do you like this street?

Dislike a lot

22. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for parking - dislike
Trees or vegetation - like
Street furniture (e.g, benches, art work etc.) - dislike
Overall look and feel - dislike
other - metal fencing - dislike

23. Do you like this street?

Like a little

24. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).

Space for pedestrians - like
Space for cyclists - like
Space for parking - like
Trees or vegetation - like
Street furniture (e.g, benches, art work etc.) - dislike
Quality of the surfacing - like
Safe to use - like
Overall look and feel - dislike

25. 'Other' - 'Submission by Spokes Planning Group'

27. When travelling around Edinburgh, what is your main means of travel?

How do you travel?

Most Common - cycle, 2nd Most Common – foot

29. How clear do you find the structure of the guidance with

the three interlinking sections covering A) context, B) design overview, and C) design details?

Neither clear nor unclear

If you think it could be improved in any way, please provide comments

While these seem sensible sub-divisions the way the structure is explained on pg 14 is a little unclear. In particular the way the sentence "There are chapters on the context of the document, overall design concepts, and detailed design guidance." relates to the diagram on the right. We suggest making the colour coded text in this sentence identical to the section headings in the table on the right of the page would improve the clarity, e.g. rename Part A context of the document , Part B overall design concepts, etc

30. The challenge of creating better streets for people, whilst making sure the city is easy to move around at the same time, is at the core of the Council's proposed new guidance.

What do you think the balance of importance should be? Making better places for people to enjoy the surroundings

Very important

Making sure people can get from A to B as quickly as possible by walking

Very important

Making sure people can get from A to B easily with a car

Not very important

Making sure people can get from A to B as quickly as possible by cycling

Very important

Making sure people can get from A to B as quickly as possible by public transport

Fairly important

Do you have any comments?

The council needs to take further steps to make it more inconvenient / difficult to drive to and through important areas such as the city centre. A strategic approach is needed to the city centre to gradually remove general traffic from it over a period of years and allow people to enjoy it and shops to thrive.

The Council must recognise that there is a conflict between maintaining or providing greater car accessibility and designing well for walking and cycling. The Local Transport Strategy (LTS) does in fact recognise this, with its targets not just to increase walking and (substantially) cycling, but also to reduce car use. The Street Design guidance must reflect and implement these targets. What do you see as the main issues arising from the following possible changes?

31. Using signage and road markings in a different way to normal standards to reduce clutter.

It is a good idea to aim to reduce street clutter provided the meaning of the signage and road markings is still completely clear.

32. Using shared surfaces where pedestrians and vehicles mix, in busy residential streets.

This is a good idea in some circumstances and can sometimes reduce traffic dominance and vehicle speeds, for example in 'home zones', which will benefit both pedestrians and cyclists. However, reducing traffic volumes and/or removing traffic and/or provision of segregated cycling facilities are usually preferable solutions, particularly where current traffic levels are high.

33. Reducing the formal level of traffic control (e.g. by using shared surfaces where pedestrians and vehicles mix) in busier shopping streets.

In some circumstances this can reduce traffic dominance and vehicle speeds, which will benefit both pedestrians and cyclists. However overall reductions in motor traffic*, by parking and access controls, and/or provision of segregated cycling facilities are likely to be better solutions in 'busy shopping streets'

* from current high levels of motor traffic.

34. Using street space to physically separate cyclists from other traffic.

We strongly support this on streets with relatively high traffic speeds and volumes. Given the fear of traffic is one of the main reasons many people do not cycle, this type of design being widely implemented in Edinburgh is likely to result in large numbers of people taking up cycling and help to achieve the Council's cycling targets.

35. Using sustainable urban drainage systems (SUDS).

No comment

36. In general, do you support the changes in approach set out in Section A5 'What changes will we see'? To view section A5 please click here. Please note this will open in a new window.

Support

Are there any approaches that you wish to comment on?

No

Streets have been classified into 25 types using a grid, or

matrix, which has been called the Edinburgh Street Framework. This combines different movement and place functions for different streets.

37. How clear do you find the Edinburgh Street Framework?

Fairly unclear

If you think it could be improved in any way, please provide comments

It seems unnecessarily complicated with too many categories. This then makes everything that follows on from the Street Framework even more complicated. We strongly suggest it is made much simpler if you want this document to be accessible to the public and for them to understand why a given street is being redesigned the way it is.

One way to make it simpler could be by reducing the number of categories. You could start by with the link types. For instance from the street examples given 'strategic' and 'secondary' do not appear significantly different categories and could reasonably be merged as could 'local' and 'service'. This would result in 15 categories.

Design principle sheets summarise who should have priority and provide design preferences.

38. How clear do you find the design principles sheets as advice in helping to apply the guidance?

Fairly Clear

Please provide comments

The main comment is that this section is overly complicated due to too many streets types being defined as commented on above

General comments on Design Principles

We strongly support the Council's recognition that mandatory or separated lanes should be considered in the design process for all streets types that have relatively high traffic volumes and speeds. We have long advocated the use of both these types of cycle facilities but to date there have been very few of the former and none of the later in Edinburgh. We hope this marks a change in approach from the Council which will see many of these facilities implemented, not just in cycle-specific projects but also by maintenance teams when streets are resurfaced. Finally, the term 'separated lanes' should be changed to 'segregated lanes' for clarity.

Provision for long term cycle parking/storage should be included as a design option in all residential streets. It is particularly vital in streets with no convenient in-house or in-garden storage opportunities – for example terraced and tenemental areas.

We suggest a new type of cycle facility which we describe as 'including advisory cycle lanes on both sides of the streets and the removal of the carriageway centre line' should be a standard design option in certain types of street as appropriate (to be discussed with the cycle team and Spokes) such as relatively lightly trafficked rural roads with little or no frontage. It is a useful way to change the

feel of the street and indicate more priority for cyclists. It has been used in a number of locations in the UK and is routinely used in the Netherlands.

39. How clear do you find the overall layout of the information in the factsheets?

We will comment on the factsheets in the consultation which you have informed us will take place in July and August 2014

40. Do you have any comments on any detail in the factsheets?

Ditto

45. Please use this space to provide any other comments you have on street design or how this guidance could be improved upon, e.g. useability, clarity, terminology, content or coverage?

Our main general comment is that the guidance is overly complicated and difficult to follow. This may limit how well the principles it is trying to convey are implemented by the wide range of staff at the Council, plus outside consultants, developers, etc, who will need to use it. For example, the overall aims on page 15 are not as succinct and clearly worded as they could be, especially the third and the fifth bullet points.

We support all the elements included that are in line with 'Designing Streets', e.g. considering streets as a place first, tight corner radii, facilitating pedestrians crossing on desire lines.

page 15 - We strongly disagree with the fifth aim of the street design guidance on page 15 and the priority it implies will be given to motor traffic over other modes of transport in particular "improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of the day)". The conditional element of this statement means that you will not in reality give priority to designing for sustainable modes of transport. What it means is that you will try and improve conditions for pedestrians, cyclists and public transport users however if it might inconvenience drivers by potentially causing too much congestion then you will not go ahead with the improvements, i.e. when it comes to the crunch existing poor conditions for pedestrians, cyclists and public transport users ultimately are acceptable, whereas inconveniencing car drivers is unacceptable. This overall presumption must change if Edinburgh is going to break away from traffic dominated spaces and begin designing places for people and not cars in line with Scottish Government Policy - Designing Streets. Furthermore, this presumption is surely incompatible with the LTS targets to increase walking and cycling and to reduce car use.

Page 30 - We disagree that streets with no frontage (or buildings) necessarily have a 'very low' place function, for

instance streets that run between parks such as Melville Drive.

page 40 - we disagree that on Strategic shopping streets the primary design focus should be solely public transport and pedestrians. Encouraging cycling to and through strategic shopping streets, by means of high quality infrastructure such as segregated cycle lanes, is vital both to enable people to cycle along these main city arteries and also to improve their retail vitality. This is also essential if the council is to achieve its very ambitious LTS targets to increase cycle use.

page 44 - 4% travel to work by bike is incorrect. This was 5% (to nearest %) in the 2011 Census which is the most reliable existing data. It should be changed to 5% and the census referenced. Furthermore this is likely to have increased since 2011 too! Additionally the policy reference should be modified to read " The City of Edinburgh Council supports and encourages cycling through the Active Travel Action Plan and has a set a target that 10% of all journeys in Edinburgh will be made by bicycle by 2020".

page 45 - under comfort for public transport include smooth carriageway surface, a poor surface leads to an uncomfortable ride on the bus!

page 46 - replace 'motor vehicle' with 'car' as motor vehicle implies other modes such as bus are included in this figure whereas the 40% figure relates to just those who drive by car/van to work.

page 56 and 57 - the tables are difficult to understand

pg 80 - what are cycle gates? this needs to be defined. For example, are they entry points for cyclists only or are they barriers forcing cyclists to dismount?

Pg 81-104. [technical street design manual]

It is our understanding that this section will be expanded by means of detailed design factsheets which will be subject to a consultation later this summer. We therefore reserve comment on this section until that time.

We do however highlight in advance one issue of great concern, since the council is still continuing to install facilities dangerous and intimidating to cyclists, namely central islands substandard from the cyclist perspective. The question of width and layout between kerb and island is a well known issue, but other aspects can be equally intimidating and dangerous. These include parking/loading spaces immediately after an island (as at the new Dalry Road island) or fast roads where two traffic lanes merge into one just prior to an island, (e.g. downhill on Comiston Road). Gradient is also significant where motor vehicles need to wait behind cyclists approaching such a pinch point – the driver may overtake unsafely uphill as the cyclist is going slowly, or downhill not appreciating the cyclist's speed. Obviously safe and convenient pedestrian crossings are very important, but alternatives should be sought where an island increases

cycling dangers.

46. How do you think we should trial the guidance in a way that is relevant to you?

No comment

Responses from the individuals

	Response	• Key Points
1	<p>On street design, its obvious from my commutes by cycle through the town, there are massively inferior bits of infrastructure and some non existent bits too which would directly benefit from any kind of design.</p> <p>What I would like to see is a ban on parking in and on cycle lanes, which should be repainted with high visibility paint that lasts a while, some of the current cycle lanes are in a dreadful state.</p> <p>I would also like to see the reduction in shopfront sandwich boards and other pavement obstacles such as bins and badly sited street furniture, including junction boxes and signposts that force pedestrians into the roadway.</p> <p>Ive personally had 3 accidents as a result of these things in the last 3 years, all of which were not anyones fault in particular.</p> <p>I would also like to see taxi drivers at Rosebery Cresnet made to obey the 3 taxi stance rule, and the road markings there to be clearly visible to all road users, currently it's an overranking free for all most days, that reduces the street to 1 lane north and south, with the blind corners it's a virtual deathtrap.</p> <p>So in short, paint the cycle lanes with paint that lasts, remove the obstructive street furniture, make being a pedestrian a pleasure instead of an obstacle course.</p>	<ul style="list-style-type: none"> • Need for better cycle infrastructure • Ban on parking in cycle lanes • Remove obstructive street furniture • Ensure cycle lanes are clearly painted with paint that lasts
2	<p>"Hmm, what building in the New Town do tourists love to photograph? I know let's stick a bright yellow sign in front of it - I'm sure James Craig meant it to be that way!"</p>	<ul style="list-style-type: none"> • Removal of unnecessary signage
3	<p>I would like to point out that a very cheap and effective way to reduce speeds on urban roads is to stagger parking bays from one side of the road to the other to break up sightlines for motorists. This makes them feel less secure and entitled, and consequently they drive slower. A concrete example where this would work might be Glenogle Road, Edinburgh.</p> <p>Additionally, tree planting would often be better placed in the centre not the sides of the carriageway.</p> <p>Finally, anything which can be done to end the "cockroaches and rats" effect where pedestrians have to scurry along the edges of buildings to protect themselves from vehicles, who occupy pride</p>	<ul style="list-style-type: none"> • Stagger parking bays to slow motorists • Tree planting should be in the centre of the carriageway • Need to improve pedestrian safety from vehicles

	of place in the centre of the road, would be welcome, as would traffic lights which do not leave the pedestrian in the middle of a junction (Tollcross, Edinburgh & Charing Cross Glasgow.)	
4	Thanks for sending this on. Can I just check the document is complete – it has 127 pages, but the contents list >146 pages. It seems the detail of Section C is missing?	•
5	Pedestrians are being obstructed by the inconsiderate placing of various pavement billboards ..in some cases up to half of the pavement can be obstructed forcing pedestrians onto the road...dangerous!	• Safety issues arising from cluttered streets
6	Suggestion Use traditional black tarmac with white chips on most streets rather than paving as this must be cheaper, looks fresh and can be more easily repaired. Get rid of extraneous things in the street such as redundant signage	• Use traditional black tarmac with white chips on most streets rather than paving – easier to maintain • Remove unnecessary street clutter
7	I note the contents of the Street design Document. I own a flat on Western Harbour Place and use the 10 bus from Western Harbour Drive into the city center. I am at a loss to understand how the width of Western Harbour Drive was determined and if in fact it was intended that cars were to be allowed to park on it. When cars are parked (almost all the time) it becomes a one way street and makes the entry and exit from Western Harbour very difficult especially for buses and larger vehicles. IT seems double yellow lines would be appropriate for Western Harbour drive. I am assuming that Western Harbour is a result of the latest thinking in street design. There are similar problems on Windrush Drive, although there are specific widening in places for parking, Cars park on the opposite side of the road, where there is no yellow lines and this again causes the street to become one way. This is also part of the 10 bus route. It seems to me that there should always be safe passage for buses and preferably so at all times on a bus route a pass can pass another bus coming in the opposite direction. This means if there is to be parking on either side of a bus route the street needs to be at least four lanes wide! If parking is not to be allowed then double yellow lines must be used on narrow steets which serve public transport.	• Streets need to be an appropriate width for vehicles to pass especially buses • Should be double yellow lines used on narrow streets with public transport

8	Street design guidance is very good if not a little too wordy. Also way too long! P.29 before you get to key principle	<ul style="list-style-type: none"> • Document is too long and wordy
9	I've found it very difficult to get my head around. Agree with principles but layout is confusing.	<ul style="list-style-type: none"> • Structure and layout need improved
10	<p>Having read the draft design document (PDF), I have to say I'm disappointed that there appears to have been little consideration given to the comfort and safety of disabled street-users.</p> <p>Although in the annexes there's a brief section on the importance of complying with "the disability equality duty", not enough has been done in the body of the document to explain how compliance will be achieved. My main concern relates to the well-being of disabled users of shared surfaces. For example, it's essential you take steps to protect pedestrians who are blind or deaf from cyclists and motorists. Deaf pedestrians are likely to be particularly at risk because their disability is not visible to other people. On a shared surface cyclists and motorists are likely to be impeded by a deaf pedestrian who can't hear their vehicles or their horns or bells. Harassment of the deaf person is then likely to occur, although you say yourself in the document that you must "eliminate harassment of disabled persons". Clearly there is also a risk of injury, never mind harassment.</p> <p>In your final design you must explain what steps you will take to protect disabled street-users from harassment and injury. In section B3 you should add a subsection on "Considering streets for the disabled".</p>	<ul style="list-style-type: none"> • Not enough consideration given to people with disabilities – not explained how disability equality duty is complied with • Issues for disabled people using shared surfaces • Risk of injury and harassment of disabled people • Add a subsection on "Considering streets for the disabled" in section B3

<p>11</p>	<p>I have significant concerns over the policy even though I agree with several of the themes. I have been a pedestrian in the centre of the city, rather than a car user for many years. Given it's ambition & policies, the title of the document is misleading.</p> <p>Protection of the city's historic landscape is not adequately ensured. I am disheartened by the too many examples where the grain of the historic city has not been respected. Modern urban designs & street clutter are imposed frequently in the Old and New Town. This clutter is physical (impeding movement on foot), visual or both. As the council fails to comply with its own 2006 Guidance, the aim that "<i>Street clutter is reduced to a minimum</i>" (p28) may also be disregarded. Bollards are frequently too many &/or too large (eg. Stockbridge, George IV Bridge, Grassmarket). The New Town & other areas are being spoilt by new inappropriate, superfluous pedestrian refuge islands. Their (new) design violates existing guidance.</p> <p>Maintenance & Repair. The whole tenor of the document is that 'change & improvement' take centre stage. This is a significant concern. The need for maintenance & repair of pavements & carriageways is downplayed throughout (- see refs. On pages 3, 20-22, 46, 94-5). Presently, new installations are prioritised yet a large number of footways & carriageways in some of the busiest pedestrian areas & axes remain unrepaired, disfigured or hazardous for months or years (eg. New Town axes of Hanover Street, Frederick Street, Dundas Street & other areas). When substantial repairs are done, some results are sub-standard or appear unfinished – (recent work in Thistle Street EH2) or very bad (recent work in St Stephen's Street, EH3). Setts are removed & replaced inconsistently by a tarmac surface. No one expects CEC to make good every single surface defect. But its practice of installing the new rather than making good the old is the wrong policy.</p> <p>Scope. The overall aims of the local development plan (LDP) are unobjectionable but the future in the Guidance is vague, but threatening: '<i>Some of these approaches will be in widespread use, whilst others will be piloted or used only in some streets</i>'. (p29). But the philosophy of the Guidance is that every street in Edinburgh (p5 refers to '<i>most streets</i>') could be improved or designed better. Such an unlimited, open- ended commitment conflicts with common sense, respect for conservation, cost, & the principle of limitation in sustainable development.</p> <p>As such the Guidance illustrates a wide gulf between the grand-vision of the council & what actually concerns residents who favour some changes or raise street maintenance & other issues</p>	<ul style="list-style-type: none"> • Issues surrounding street clutter do not comply with existing guidance and are not being adequately addressed in the guidance • Need for maintenance and repairs is downplayed in the document • Recent, substantial repairs have been substandard • Scope of the guidance is not defined – open ended and unlimited commitments • Concerned that guidance will lead to uniformity and standardised streets across Edinburgh • Greater respect for conservation and heritage principles
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	<p>& who would favour other spending priorities. I do not support thousands of minute & prescriptive changes that seem to be envisaged (see B5 Design, p72). I'm not sure which residents would. But this is the plan.</p> <p>Caution seems absent from the Guidance, which given the cost implications, is surprising – <i>“We are now moving towards a more comprehensive design process that gives, for example, pedestrians a rightful place on the carriageway through crossing points that easy, convenient and appealing, particularly in streets with a high place function such as shopping streets (p39)”</i>.</p> <p>If the council does not exercise restraint, won't the effect be more uniformity, clutter & standardised streets across the city? This is already seen in conservation areas. Visually different areas should not suffer identical 'improvements' such as crossing points. There is a welcome warning against standardised streets (p.64, Annex) but the whole trend of a <i>'co-ordinated & integrated approach'</i> & the prescriptive policy (pp5 & 29) seems to make this more likely. I am sceptical that designs for different types of street will not cause standardised streets.</p> <p>The Guidance fails to resolve these & other major inconsistencies.</p> <p>I too would prefer the council to follow a design process which starts by considering the street as a place (p30). Conservation & heritage protection principles should enjoy much greater respect than they do presently. In conclusion, I do not support the principle of greater pedestrianisation & the other goals being used as a golden key to usher in an unlimited, never-ending process to <i>'improve most streets'</i>. Sadly in some respects, the effects of similar trends can already be seen.</p>	
12	<p>1. Awareness Unfortunately, I have not observed a good awareness about this consultation. Only recently, I have only become aware of this through Grange Prestonfield Community Council, of which I am a member of. The comments are my individual feedback.</p> <p>2. Street types and speed limits It is not very clear how street types are assigned. There is no clear 'principle' or definition of it, not criteria, list of such streets, or process to define such streets. But, there is an assignment of speed limits per street type. It is mentioned that 'strategic' means leading to/out of the centre, and it makes such street have 30mph speed limit (section B5) regardless of the other factors.</p>	<ul style="list-style-type: none"> • Lack of an evidence base used to inform street types and speed limits • Only the size of bins is covered, not the type – there should be a requirement to have bins secured if located on a slope • Zebra crossings should be mandatory about every 100 metres – low cost solution and good for traffic calming • Accessibility considerations may mean cycle paths are implemented only on the streets where the lanes are least needed, and prohibits from implementing cycle paths where they are needed most. • No guide on how streets should be

Example, why should Royal Mile, or Nicolson street, be a 30mph street? There is no background why different street types are assigned to be different speed limits and what is the expected benefit of 30 vs 20mph. There is no reference to any data or arguments from CEC on this subject. It is not clear why the heavily congested, busy streets with slow average traffic can be made 30mph, with the only noticeable effect of encouraging dangerous 'sprints' to the next traffic light rather than smooth driving.

3. Waste and litter bins

Only size of bins is defined, not type. It is possibly outside of the scope of this document, but somewhere, there should be a requirement to have bins secured to the ground if there is a slope. The guidance suggests that there will be communal waste bins but does not mention any small litter bins. Edinburgh would definitely benefit from a lot more small litter bins to discourage/prevent people from littering.

4. Zebra crossings

It would be great to make zebra crossings mandatory 100m or so. Currently, the lack of zebras in Edinburgh is very disappointing. The simple zebra crossings with priority to pedestrians, rather than traffic islands with traffic light, are the best. They are low cost solutions, great speed calming measure, making the drivers pay attention, and not a physical obstacle. They also mean that the drivers do not need to stop and wait unnecessarily at red lights without any pedestrians to cross the street. There are also many 3D zebra designs which is also very efficient in terms of visibility and visually appealing.

5. Cycling on streets.

Section B3 says:

"B3-1-3 Considering streets for cycling

Accessibility considerations:

TOPOGRAPHY: Flat

GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)

WIDTH: Adequate (e.g. 3m minimum for a shared-use path) "

That principle is likely to mislead the street designer to implement cycle paths only on the streets where the lanes are least needed, and prohibits from implementing cycle paths where they are needed most. On many streets it is already implemented this way, unfortunately.

There is no provision or guide how the streets should be designed where the streets are narrow or/and have a slope. That excludes a lot of main commuting streets of Edinburgh.

It would be great to outline the key requirements, what needs to be done to improve cyclists' safety, specifically that it can only be done via increasing

designed if they are narrow or on a slope

- Cycle paths need physical barriers from traffic and obstacles e.g. parked cars
- Cycle lanes need to be visible in poor weather and be provided where traffic is most congested and dangerous for cyclists
- No consistency in defining speed limits for streets
- Narrower streets need a clearer design guide all users can be safe
- Would like to see a junction design guide to show how cyclist safety is provided for
- Questions why roundabouts are being replaced by cross junctions as roundabouts are better for throughflow at low speed and for air quality

cycle path partitioning from car paths and increasing driver's awareness about the cycle paths and the cyclists in the places WHERE it is needed most, and WHEN it is needed most.

In more details:

- PARTITIONING. Ideally, there should be some physical barrier from the traffic, and the cycle path needs to be free from obstacles, such as parked cars.

Unfortunately, the Guide only suggests the paint on the road as a barrier, with exception of European-style 'armadillos' for segregated two-way cycle paths.

- WHEN: The cycle path needs to be visible in poor visibility conditions (rain, fog, dark, low sun reflection)

The existing cycle path paint is well visible only in good visibility condition. There is no improvement suggested in the guide.

- WHERE: The cycle path is most required in the places where the traffic is most congested and most dangerous for cyclists – narrow streets, junctions and uphill sections.

The guide does the opposite, all of those areas are excluded as areas where cyclists safety is to be considered. As per B5, the most dangerous areas are not 'considered' for cycling. But, often the cyclists do not have a choice or flat and wide route.

6. Speed limits and traffic 'calming'

There is no clear, consistent strategy about defining speed limits. Contrary to the main objectives of the guide, many street categories, like high density residential (B5) are marked as 30mph, and there is no background why, no risk assessment. That makes the streets are lot more dangerous for cycling, especially when cyclist do not have a separate lane.

B3-13 is saying: "Safety and security considerations:

PROVISION: Clearly defined on-road lane or off-road track where road traffic is busy or high speed (minimum width 1650mm)

SPEEDS: Road calming (carriageway surface materials, features and chicanes) which Reduce vehicle speed and flow and also cater sensitively for the comfort of cyclists"

That means that speed limit reduction is not considered, but road calming is. That suggest a worst case, for safety and pollution, combination of high speed and traffic 'calming' measures, being mechanical obstacles. The best way to calm traffic, with most efficient comfort and minimal pollution, is

to reduce speed limit without features-obstacles. Also, if the traffic is busy, it is usually low speed average, and high speed limit only encourage speeding up on junction and short stretches of the road, creating the accidents.

7. Street type design.

Just one example, but the issue is consistent for the other types.

“B5 Design Principles for each Street Type: Strategic Residential (High density) Streets”

In the page summary it says “Cyclists will be separated as far as possible from other road traffic.” But, in the detailed part, the guide is quite the opposite

“Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible”

‘Appropriate/Feasible’ would mean to a designer that the main principles would apply, as per B3-1-3, meaning that only wide and flat streets would be considered to have cycle lanes.

Basically, the guide would be interpreted as saying ‘only if the road is wide and flat, paint the cycling lane. Otherwise, do nothing’.

The street category is marked as 30mph, not 20mph, which makes it impossible to meet the objective of safe use of the street by cyclists. Even wide, flat street with has separate cycling lane have a safety problem in junctions, where driver jump red lights at speed.

8. Narrow streets

The problem with narrow streets is limited space shared by drives and cyclists, two types of road users with very different speeds, especially on uphill sections.

The current design of bicycle islands at the junction can be dangerous if the cyclist do not have any access corridor. The cars often leave no space to pass and the cyclists end up stuck behind the traffic, or if they try to get to the island, they are in danger as there is no much space and the drives may not see them. The narrow streets needs a clearer design guide related to providing long cycle paths, even if share with cars, to encourage drives to leave road space for

the cyclist to pass by better car alignment on the road, and in general, just pay attention.

9. Street design examples (section C).

C section does show design details of cycling lanes on streets, but unfortunately has nothing about junction design or slope parts. Does it mean that the guidance only advises on straight part of streets but not the junctions? I believe there should be the junction design guide showing how cyclists’ safety is provides on junctions of different size, shape and traffic, roundabouts or cross-junction. Many junctions are very dangerous for right turns on the

bike.
Roundabouts would require cycle lane design guide for different shapes and sizes as well.

10. Roundabouts versus cross –junctions

There is an ongoing trend of replacing roundabout with cross junctions with traffic lights but this problem is not addressed in the guide. What are the reasons and motivation behind the trend is unclear. It is well accepted that in most cases, roundabouts act best to provide higher throughput and smooth flow of traffic at lower speeds and without sharp accelerations linked to air pollution, than cross junctions.

For some reason, many roundabouts in Edinburgh were replaced with cross-junctions, resulting in long traffic queue, fuming and red light jumping. The topic should be covered by the guidance and brought up for comments.

Edinburgh Street Design Guidance blog

The consultation on the draft [Edinburgh Street Design Guidance](#) is now underway and we'd like your views on the design and use of streets in the City.

The City has a range of street types from historic streets to new streets and getting their design right is important to us all. The guidance will help to make streets *places for people* by giving greater emphasis to walking, cycling and public transport.

We're using a [survey](#) to give you a chance to tell us what you think about a range of streets in Edinburgh and to help us understand your views on the guidance document.

As the consultation progresses, we'll keep you up to date on the blog and through our Planning Twitter account.

We're also developing a series of detailed information in the form of fact sheets as part of the guidance and we will put these online as they are prepared.

You can also email us comments to streetdesign@edinburgh.gov.uk at any time.

EDINBURGH STREET DESIGN

www.edinburgh.gov.uk/streetdesign
StreetDesign@edinburgh.gov.uk



Consultation will run to 30 June

The Council would like your views on the draft
EDINBURGH STREET DESIGN GUIDANCE and
the design of streets in the City.

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

Want more detail?

Would you like to see the draft guidelines that we are currently asking detailed questions about?

You can see the design guidance at:

Further questions if you've seen the document are in the following online questionnaire

www...

Contact...

My favourite street is

(a residential/shopping/employment street [please delete]). I like it because

Would you be interested in taking part in a discussion about our new street design guidance? Y / N

If Y, please provide your contact details below:

Name:

Email or phone:

What do you think about your streets?

Tell us about your favourites

Closes 18 June 2014



YOUR Streets Edinburgh

Why are we asking questions about streets?

Streets are open to all and are used by most of us everyday.

The City of Edinburgh Council spends £XX every year on streets and it is important that streets in new housing and business areas feel part of the Edinburgh that we all love.

So might there be more of?

- ✓ **YES Higher quality pavements**
- ✓ **YES Better facilities for cyclists and public transport users**
- ✓ **YES Spaces that look less cluttered**
- ✓ **YES More places where traffic moves more smoothly and mixes better with other people using the street**
- ✓ **YES Streets that are better suited to their surroundings**

We're looking at how we can make them better for people, while making sure people can get around easily.

How would you design a street?

To help you answer this, we are asking residents to vote for their favourite Edinburgh street. If you tell us why, this will help us build new streets that you feel good about using and help us spend your money wisely.

How about thinking about a street (or path) where you work, live, shop, use to get around, or relax in?

1 | |

Street Design Guidance consultation

FREEPOST

Edinburgh

EH8 8BG



How can I give my views?

Read the document at:

[]

Complete the online questionnaire at:

[]

Take part in one of our workshops for technical users of the document and communities by contacting us:

Transport.Policy
@edinburgh.gov.uk

0131 469 35 71



You can provide your views during the consultation period that runs from 18 March 2014 until 18 June 2014.

The Guidance will then be revised and published towards the end of 2014.



New Street Design Guidance for Edinburgh

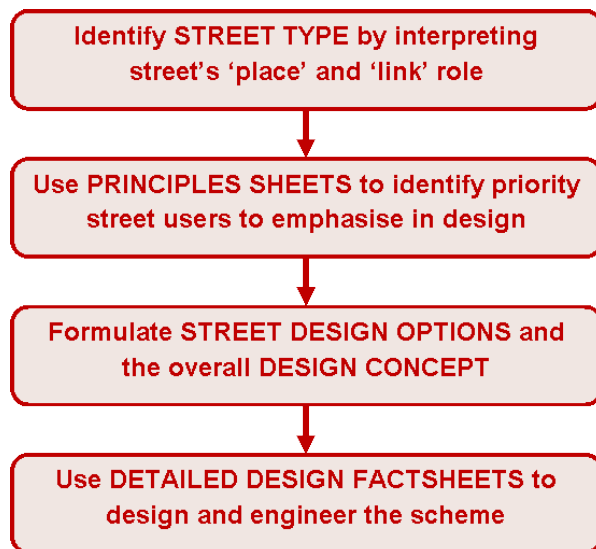


Consultation closes
18 June 2014

We want streets to be...

- ✓ attractive and distinctive, supporting places of interest
- ✓ welcoming, inclusive and accessible
- ✓ helpful in making Edinburgh's transport and ecological systems more sustainable
- ✓ legible and easy to get around
- ✓ safe
- ✓ responsive to the needs of local communities
- ✓ cost effective in design

How the guidance works



...so we are finding out if you agree with the approaches we will be taking:

- Starting by considering the street as a place and recognising that streets have an important non-transport role?
- Using different layout, fabric and street furniture options to prioritise pedestrians, cyclists and public transport users in most streets?
- Making sure design solutions are integrated across modes of transport?
- Providing street furniture where necessary

The Guidance will be used for:

- ✓ Carriageway and footway maintenance
- ✓ New streets
- ✓ Design alterations to existing streets

It will influence the detail of layouts, materials used, street furniture, trees and landscaping and drainage options.

EDINBURGH STREET DESIGN?

Let us know your views

www.edinburgh.gov.uk/streetdesign



Item 2 – Stakeholders Evening Workshop

Edinburgh Street Design Guidance

Stakeholder Workshop

Report

August 28th 2014



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Introduction

A stakeholder workshop event was held on the evening of the 28th August 2014 in the European Room at the City Chambers. This document provides a summary of the workshop event and the information captured from the discussions. All of the issues raised have been noted and will be considered as a part of the wider public consultation for the Edinburgh Street Design Guidance.

Format of Workshop

1. **Introduction:** The stakeholders were welcomed to the event.
2. **Icebreaker:** Examples of streets and what people liked/ did not like about them.
3. **Session 1:** Discussing the format and content of the guidance document.
4. **Session 2:** Issues with street design detailing, including: paving materials, cycle infrastructure and crossings at junctions.

The session was led by:	A range of stakeholders volunteered or were invited to participate in a workshop including:			
Andrew McBride	Paul Baxter	CEC – Community Safety	Milind Kolhatkar	EVOC (Edinburgh Voluntary Organisations Council)
Will Garret	Alison Blamire	Causey Development Trust	David Morris	Street Blogger
	Dave Wood	Causey Development Trust	Fiona Rankin	Edinburgh World Heritage Trust
Facilitated by:	Mark Bowman	ARUP	John Russell	Edinburgh Living Streets
Karen Stevenson	Gavin Corbett	Lothian Buses	David Spaven	Edinburgh Living Streets
Nazan Kocak	Matt Davis	Spokes	Carlyn Simpson	Police Scotland
Chris Brace	Monise Durrani	BBC	Nikola Sukatorn	Landscape Architect
	Richard Ellis	Morningside Community Council	Isabel Thom	West End Community Council
Note-takers:	Chloe Flower	Graham & Sibbald	Norman Timlin	Fairmilehead Community Council
Clive Brown	Sergey Gorobets	SanDisk	Harald Toberman	Transport Forum, Cyclist
Craig Wood	Peter Hawkins	Cyclists' Touring Club	Phillip Whitley	Member of Public, Volunteer
Hugh McClean	Ian Hooper	Inverleith Society	Robin Wickes	Member of Public, Respondee
Reggie Tricker	Tony Kenmuir	Transport Forum, Central Radios Taxis	Alex Wilson	Leith Business Association
	Marion Williams	Cockburn Association		

Objectives

The Council are undertaking a consultation exercise on the Edinburgh Street Design Guidance. The Council would like to find out from stakeholders what they thought about the guidance, and specifically asked the following questions:

- Is the Street Design Guidance developing along the right lines?
- Does the form and layout of the guidance make sense? (thinking about the clarity and legibility of the document and, more critically, about the use of the street typology and matrix)
- Do we capture all the key issues in the content of the guidance?
- Is there anything missing that should be considered?

The stakeholders were presented with detailed design information on a range of key areas of street design that differed from the approaches that had been applied in the city's streets up to now. The groups discussed what they liked or disliked about the new proposals and arrangements, and were asked to offer their thoughts on ways in which these areas of street design could be improved or tackled differently.

Introductions

The attendees were welcomed by David Lyon on behalf of the City of Edinburgh Council. This was followed by a brief introduction from Andrew McBride, explaining the context, outcomes and aims of the session. Will Garrett then set the scene, providing inspiration and ideas on street design.

Icebreaker

What do people like about streets?

People were asked to bring images and examples of a street scene. The stakeholders were formed into groups, and then considered what they liked or disliked about the scene and what would improve it. The following are examples from the range that were presented at the workshop.

George Street Taxi Rank

- Wide footway
- Single yellow line - indicates anyone can park there
- Nothing to make it obvious it is a taxi rank
- The 'No Stopping Except Buses' sign is confusing and doesn't include taxis
- Too much clutter in street and no litter bin

Junction Photo

- Crossing is close to the desire lines and good for pedestrians
- Change of surface is ideal for visually impaired
- Width of crossing is too great/far
- The radius of the junction is too high and should have been reduced in line with the guidance



Session 1

For the two sessions, the attendees were split into three smaller working groups in order to generate conversation. After each topic had been discussed, the ideas were fed back to the workshop as a whole. Session 1 looked at the Street Design Guidance document and discussed its merits, issues and ways to improve it.

Does the form and layout of the guidance make sense?

Things that work well	Issues with the Document
<ul style="list-style-type: none"> • Document is very detailed and informative. There is a recognised need for high level of detail • Document is revolutionary – no more ‘streets for all’ • The order is perfectly reasonable • Principles for each street type laid out well (pp. 56-57) • Favours active travel and permeability • The 5x5 grid of street type is good 	<ul style="list-style-type: none"> • Too much material and not very appealing/user-friendly, especially for members of the public • Message isn’t as clear as it could be • Too many types of street – overcomplicates it • Design does not sit within a framework • There’s a lot of reading before you get into guidance • Lacks an indication of what the priorities should be

Possible Improvements

- Possibly produce a simplified version for groups like community councils
- Focus on key/general principles and emphasise them
- Could become a family of documents or supporting documents rather than one long winded version
- Needs to be a link between the design of the street and how it is used
- Relate to a vision for streets
- Reduce and clarify the number of street types
- Should be an image of streets on the front cover

Do we capture all the key issues in the content of the guidance?

There are some issues which do need to be reviewed, which include:

- The impact of seasonal activities
- The permeability of walking and cycling between communities versus security matters
- The perception of security needs to be looked at
- Use of setts is not well covered
- Conservation areas need more attention
- Process of application and implementation needs to be captured
- Need to deal with the issues surrounding junctions
- Issues arising from the conflicts between users needs to be addressed
- Topography not mentioned when considering materials to be used
- The application to new areas versus application to old areas

Is the idea of changing certain priorities and design solutions in streets supported?

There was general support for the priorities and design solutions.

Session 2

What are the key issues arising from the detailed designing of streets?

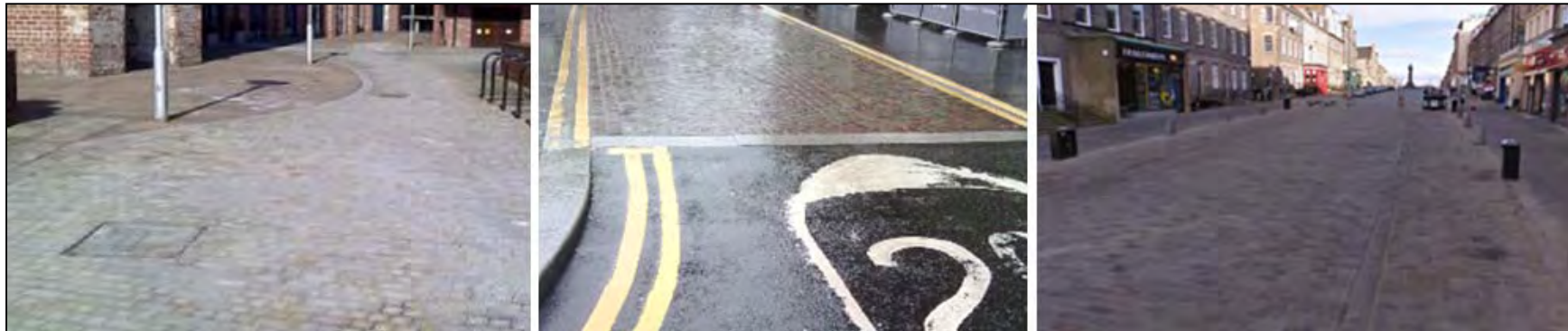
Footway Zones

- Refuse bins can clutter streets and obscure footways or shop frontages.
- Knee-high bollards, such as those on George IV Bridge, become obstacles when there is a high volume of pedestrians.
- Tables and chairs can become a problem when they encroach into pedestrian traffic lanes, especially on narrow footways. Street designation needs to be clear on the use and siting of tables and chairs.
- 'A-boards' cause similar problems to tables and chairs. There should be a minimum width for pedestrians.
- There are too many signs that are obsolete, poorly placed or repetitive.
- More seating is required across the city. There should be a healthy balance between public seating and tables and chairs where you are required to buy a coffee just to sit down.
- More trees should be placed, and they should be maintained properly.

Materials

- When designing setted streets, consideration should be given to the noise created from driving over them. One participant even suggested getting rid of them completely. However, if setts are laid properly then there should be more of them. There is a preference of more flat-topped setts being used, opposed to the existing rounded-topped setts. These are better to walk on and also produce less noise when traffic runs over them.
- Modular paving is an ideal material as it can be dug-up and re-laid, for utility works, without having a negative visual impact after works have been completed.
- More emphasis should be placed on ensuring footways are level and allow surface run-off, rather than on using fancy materials. Asphalt should be more widespread due to its smooth-running surface and low cost.
- Some areas still have slippery surfaces when wet or icy, for example at Caithness. This problem is amplified where gradients are steeper.

- Better quality materials should be used. Streets made from higher quality materials tend to have less litter on them. However, materials used should be cost-effective.
- Initial cost of materials should not be the only concern. More focus should be on other factors, such as longevity, alteration issues, and how much benefit it brings the area.
- Tactile paving is an issue in some places. Raised parts of the pavement are sore underfoot and should be reduced.
- The use of Sandstone outside the National Portrait Gallery received many positive comments.
- A variety of materials should be used to break the monotony of endless stretches of a singular material/style.
- The approach to determining type of materials should be fixed or more consistent, as opposed to the Council becoming a victim of the latest fashion.



Level Surfaces

- There is an issue with increased height for disabled or infirm persons getting out of vehicles, which the additional height makes more difficult. Traditional kerb upstands are therefore the preferred option.
- Level shared surfaces are fine when the space is wide enough, but not as good on narrower streets like Rose Street. Speed limits should be reduced to 5mph or 10mph in these types of streets.

Crossings at Junctions

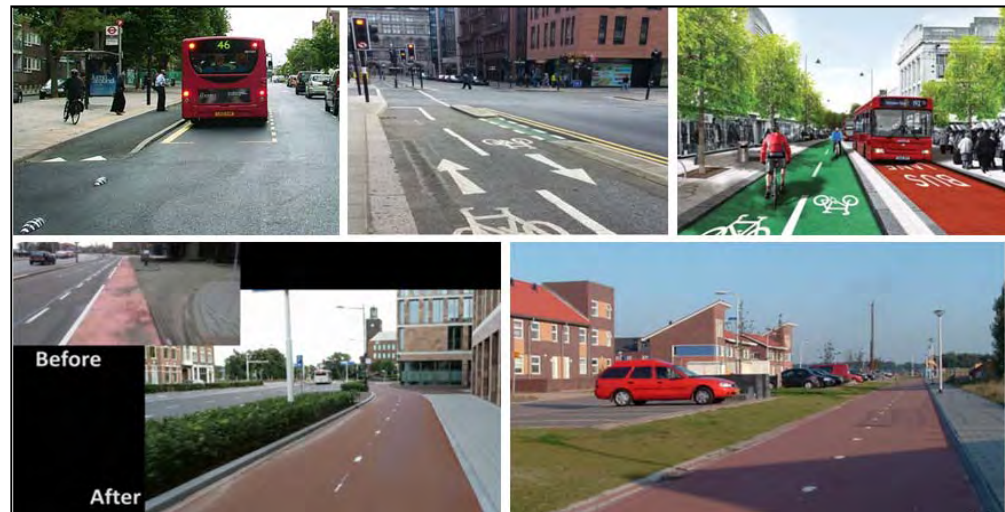
- There is no 'one size fits all' design
- Stepped crossings are not a good idea
- Raised tables are a good idea
- Consider implementation more; the devil is in the detail
- A tighter radius is considered to be preferable
- All the design ideas are good

Cycle Infrastructure

- Pedestrians should get priority
- Avoid over-engineering and have simplicity at the core of the design
- Cycle parking needs should match the type of destination
- Segregated cycle lanes, and their interaction with bus stops, needs to be considered. Cycle lanes should go behind bus stops
- Does street writing make it clear to cyclists or pedestrians, or more dangerous?

Examples of Good Cycle Infrastructure

The key focus for these suggestions is on segregating cyclists from other traffic, in particular buses and pedestrians



Item 3 – External Experts Workshop

Recommendations from the SDG Experts Workshop

(22/01/15)

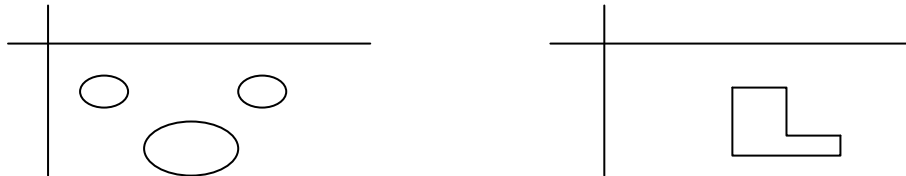
External Experts: Prof Tom Rye (Napier), Prof Peter Jones (UCL), John Saunders, Keith Gowenlock (WSP) and Richard Llewellyn (Napier).

Front-end of the Guidance

- **Slim it down** - Tries to say too many things. Too much detail and too many words. It is full of repetition so information/key messages are lost. Replace text with images. See “Roads for ALL” (Scottish Government) style. Short paragraphs + images, diagrams, drawings. **Consistency** in language, definitions and terms used.
- **Make the status of the doc clear** – is it a policy document or guidance?
 - Setting the policy is important but keep it brief.
 - Main message should be “Objective led design”.
 - Use para 2.3 statement in bold and early on (re “first point of call for all users when designing streets in Edinburgh”).
 - Can’t cover everything so the designers still need other national guidance (eg DMRB). Manual by exemption?
 - Give strong message(s) - “Document should be read alongside “Designing Streets” not a strong-clear message.
- **The introduction is way too long** – provide local context and the need for a local guidance. Emphasise why Edinburgh is special and why and how this guidance is different to other national guidelines. Utilise info on page 25 and 28.
- **Outcomes are missing** - be positive. Eg mention “bringing people quality + place function to our streets” etc add best practice images from Edi or elsewhere
- **Concern that areas being places first doesn’t come out enough**, it’s not just about lingering but meeting, going there as a destination. **The people quality aspect of the guide needs to be greater.** Look at Town Centre Master planning Toolkit for some ideas.
- **Not enough ‘place’ presence in the principles** - They need to convey images of what streets could look like. Examples from the city where the principles of this guidance are applied (case studies like in Nottingham). Good link and place function will determine what the future priorities are! The Grassmarket – possible case study, showing the economic benefits of redevelopment.
- **It is confusing from the highway designers point of view** how to work with these tables/matrix. Details seem to be all about movement (loses the place examples)
- **Lay out the design process clearly** (in a diagram, by using process mapping etc) re how the expected change/outcomes will be achieved through design as part of
 - capital maintenance projects or on-going maintenance works
 - new development plans/submissions and

- other projects
- Getting people thinking the way we want with **worked examples** - showing how things are going to be implemented.
- **Streets framework matrix is confusing.** “Link” axis shows priority but not “Place” axis.

Qs: Could streets be listed across a number of boxes? Shaded across several boxes in the table?
Could we remove the grid pattern and just have blobs?



The **25 cells specification is tedious**. TfL has $3 \times 3 = 9$, however the Boroughs want 5×5 .

- Doesn't deal well enough with “**how to allocate space**” on the street and for streets working at different times of the day and night. What do you prioritise? Should we bring allocating space over time? provide cross sections, how the streets may change category through time (now and future) depending on aspirations eg share space over time.
- **There shouldn't be a uniform user hierarchy** – as this will depend on where you are, as places have different priorities for different users. In Edinburgh, Meadows for People/Cycling and West Approach Road for public transport users; bus lanes.
- **Place indicators** – crime levels, shop vacancies, footfall figures, make use of existing stats, there's lots of data across CEC that could be used. ‘Paved with Gold’ Report.
- There is a fear that people will **go straight to the factsheets without getting the essential background** from the front part –especially if it's too long. Need some cross referencing to the main guidance in the factsheets. (Dorset – thin document, but encourages good and innovative thinking).
- Finding the middle ground - The guide needs to be **prescriptive enough to ensure changes while allowing good design** and innovation to breed.
- **Story of street going from bad to good** in a few power point slides. (Napier Lecture from WSP and TfL Streetscape guidance: Part E – Setting a precedent (p332) includes examples of good to ordinary). Possible good examples: Grassmarket, Earl Grey Street, Gracemount and Craigmyle.
- **Emphasize** that while some of these changes will be made during a few major capital schemes there's a greater **opportunity for change coming from general maintenance**.
- **Has the document caught up with the 20mph proposals?** - The introduction of the 20 mph areas changes what we can achieve and makes designers more acceptable in

creating places for people, without them always considering the traditional DMRB safety requirements.

Users – Uses

- **One document for all users** – unwise to have different documents for different users.
- **Make sure all works contracted out is completed using the guidance too** – CEC should reject any planning application that is proposed which is not in accordance with this guidance. Except no excuses.
- **Stakeholder diagram** may be useful to highlight the range of users/professionals that need to work together – collaborative approach.
- **Ensure users won't go straight to the fact sheets** - Try to make them read strategy.
- **Give confidence re risk + liability to the user of guidance at the beginning**- We need an early statement in the guide (IHT guidance, Designing Streets re safety audit). **Fear of lawyer/safety auditor – misconceptions.** Explain the facts about the Quality and Safety Audit processes. It's only advice from the Auditor and don't have to accept it but there could be a liability. It's the Council's decision and if you follow the advice here, you're not liable. It could also be emphasised that some standards aren't always safe!
- **Weaker on collaborative working** - Provide advice on where to seek advice/input from other colleagues.

Fact Sheets

- Very difficult to look at or understand. **Learn from DMRB format** – is easy to digest, more diagram pictures.
- Link between the two documents is difficult. **Info should marry up with the principles.** Some of the detail doesn't follow through the principles.
- Too complicated – **can we group them?** London have grouped them spatially eg Pavement, Carriageway etc.
- Focus on **what we need to do differently** without re-writing another guidance document. Indicate **where/when the advice is to be "Prescriptive" or "Flexible"**. Identify difficult issues and tackle them by examples, advice.
- One **key page about each topic**, synopsis, main points, backed up with several other pages which includes the detail. **Start with schematic elements of street.** First page diagram, picture, key principles then more details. Provide case studies. Good practice versus bad practice in images. More pictures e.g. with arrows pointing to features.
- **How to deal with difficult design issues** - avoid "do this where appropriate" and address difficult issues, try to anticipate them and provide advice: "do it this way or do it in a

better way". In terms of corner radii, the use of 'where possible' could be more descriptive.

- **Should refer more about the needs of disabled people** - Doesn't talk about people with impairments and there should be more guidance on what the public sector equality duty (PSED) under the Equality Act means and what are its implications.
- Footway and crossing **maintenance schemes**; the guide needs to **tell people what to put in and what not to put back**. For instance severe crossfalls, tackle paving – bring it up to standard. For example, it may only be a small price to upgrade some schemes or move some poles and it could even save money if poles don't need to be replaced.
- **How do you treat the whole street?** - Worked examples would help. Change in streets through time, from category to another. Future proofing in what we do.
- **Missing – "how to allocate space"** in streets for activities in different type of the day/year flexibility in design. Space allocation is different in different parts of Edinburgh and Edinburgh is unique, examples on how to do this.
- **Show absolute minimum** and what we want if you can't do minimum then you can re-classify. Street performance – how to measure to apply "new design principles". Performance of the street now to measure, data, house values, crime, NHS public health information.
- **What happens to 20 mph streets** – design principles?
- **Use "verb" not "noun" in fact sheets** eg sitting, lighting etc this may encourage designer to be more creative C43 and 2.4 both deal with parking.
- Need to **consider the footprint of street furniture**, for instance the legs of people sitting on benches or bikes that are larger than cycle loops.
- **Flexibility in producing seating** – not just benches, bollards of certain heights, street art, use good examples from elsewhere.
- There is **conflicting advice regarding Zebra crossings** throughout the guide.
- SUDS - SCOTS good e-links to other documents – or parts thereof.
- Not enough technical drawings in guide. Some desirable dimensions are unachievable in Edinburgh.
- DDA 2005 has now been superseded by the Equalities Act 2010.

Process

- The first part needs some work but the factsheets are generally ok.
- **Publish Front-end early** + some tech sheets (90% right) - It could be easier to publish the front end first with place/link categorisation, then the factsheets. The document must have a short and clear front end. Would work better as a **web-based guide**

- **The first edition doesn't have to be perfect**; there can be further editions in the future which pick up on minor spelling mistakes, changes in technology, new thinking or building techniques. A second edition with these updates can always be issued (Roads for All published an updated version).
- There appear to be **too many planners and not enough engineers working on document**.
- **Everyone in CEC needs to engage**, agree and then take it to the external users on a united front. **Engage/involve** engineers, designer, private sector/consultancies and management level for **culture change**. Camden, Islington, K&C, Birmingham and TfL have experienced the most culture change. Be aware utilities can upset the whole agenda.
- **Support from people at the highest levels is crucial** – elected members, directors and heads of service. Engage elected members and senior management for buy-in (all levels). Highlight economic, environmental and health benefits for broader buy-in. Managers need to be on board first, using the same technique as above for staff, otherwise they will become the road block to change. Mike Galloway in Dundee showed strong leadership on similar issues.
- **Public engagement** – local people understand place and movement of their areas, get them involved early in the dialogue; Community Councils or Neighbourhood Partnership's for instance.
- **Training** - needs to be available to the external guidance users too. One way to conduct the training session is to put all the people in a room together, make it a practical exercise where they debate the issues and come up with the right solutions themselves. This will encourage buy-in if they have produced the same answer themselves.
- Potential to **use the current popularity of the 20mph scheme and support from elected members** to introduce the guide.
- **External users may be a problem** and CEC needs to be strong on this issue. House builders will need to change their schemes in accordance with document. Need to explain that there'll be added benefits for them to, as they will get; **added value**, higher densities, higher prices, more profit, better quality, more green space sells houses at higher prices – also solves drainage problems for them, **cheaper costs**.
- In Edinburgh, approval from the Transport Forum could provide political leadership and future scrutiny to ensure practices were being implemented.
- The guide can also complement the Air Strategy and produce related health benefits.
- If CEC needs more evidence on some of these issues they could be investigated as potential dissertation topics for students at Edinburgh Napier University.
- The PSED can help designers put in new things rather than just replace like for like, in fact it requires us to do so in some situations such as in ensuring pavements have flat surfaces for people to use easily.

Item 4 – User Reference Group workshops

CEC Street Design Guidance – Findings of Workshops 1 to 5

Five workshops were undertaken over 30th and 31st March 2015, to obtain an understanding of key requirements of new street design guidance and views on existing drafts. In total 38 people attended the workshops from a wide variety of disciplines with the vast majority coming from within City of Edinburgh Council.

During the workshops, group and individual exercises were undertaken, supported by group discussion and presentations. The sections below summarise the key themes which emerged from the workshops on the whole and from individual groups. The points highlighted are simply the most common responses received to each of the questions covered in the exercises; however many further pertinent responses were received, perhaps only by one individual, which have been recorded and will not be overlooked in development of future guidance.

Key Themes Overarching All Workshops

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Design of SUDS schemes
- Maintenance, and design which reduces future maintenance burden (future-proofing?)
- Reduction in street clutter
- Change in priority from car to sustainable modes

In your opinion, what are the main barriers to change?

- Concerns regarding designers' liability for their designs
- Financial constraints and financial implications of guidance
- Public opinion, and lack of understanding of design philosophy

What will you use the new guidance for?

A wide variety of responses were received to this question, which reflects the wide variety of functions that workshop attendees fulfil. The largest proportion of responses related to design of public realm works and new streetscapes. Other common responses related to understanding CEC approach to street design and vision, and basis for providing responses to / assessing planning applications.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Clarity on SUDS requirements
- Guidance on suitable materials for use in designs
- Design which eases future maintenance
- Examples of successful streets / schemes

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table (most commonly favoured aspect)
- Basic dimensions in right hand table / prescriptive nature of some items (e.g. corner radii)
- Sets out common framework / parameters for design

Overall groups were supportive of new guidance; however a number of designers noted that further detail would be required to provide confidence that designs are compliant.

What did the group not find to be useful in the information provided?

- Lack of clarity on how street types are assigned, and what happens if a street is considered to fall between types due to multiple uses
- Mixture of prescriptive technical and vague design requirements – clarity needed.
- Purpose of document is not clear – is it policy or technical?
- Lacks consideration of the demographics of the area, and associated needs
- Challenging to navigate the document

Did the group identify any gaps in the information provided?

- Means of keeping speeds low
- Maintenance requirements / considerations
- Guidance on alternative construction and materials requirements for world heritage site or conservation areas
- Lack of detail on green infrastructure

In the group's opinion, how relevant and helpful was the street framework / categorisation to the design process?

- Provides a starting point, but streets will not always fit neatly into one category and so there is uncertainty as to how this will be addressed.

Workshop 1 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Clarity on SUDS requirements
- Guidance on integration / sharing of space used by different modes
- Consideration of inclusive mobility in design
- Design for typical vehicles, not largest vehicles (do not over design)

In your opinion, what are the main barriers to change?

- Fear of the unknown and liability associated with deviation from existing standards
- How to implement strategies in established historic streets
- Lack of understanding of need to design of streets rather than roads

What will you use the new guidance for?

- Public realm design
- Engineering support for planning applications and input to masterplan
- To understand CEC approach to street design and vision

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Clarity on SUDS requirements
- Guidance of geometric parameters
- Emphasis on high quality materials / design, and guidance on suitable materials

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table
- Works well in existing streets.
- Basic dimensions useful in right hand table
- Common approach useful

What did the group not find to be useful in the information provided?

- Lack of clarity on how street types are determined / assigned, partially based on fact one street may have multiple functions.
- Detail on corner radii
- Lighting requirements

Did the group identify any gaps in the information provided?

- Means of keeping speeds low
- Case studies would be useful to support (good and bad practice)
- Need to ensure that other street type definitions account for the impacts of changes recommended in other. More of a strategic overview is needed, e.g. how should a side street deal with this overspill, what measures are needed.
- Description of process for handling of design exceptions and deviations from common design materials.
- Comment on provision for electric vehicle charging and CCTV

Workshop 2 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Make streets more pedestrian and cycle friendly
- SUDS and drainage design
- Management of on-street parking
- Buildability and maintainability
- Value engineering
- Reduce street clutter

In your opinion, what are the main barriers to change?

- Concerns regarding liability
- SUDS methods and maintenance
- Financial constraints
- Financial implications of guidance, in terms of refurbishment works.

What will you use the new guidance for?

- Design of new works / public realm works on new and existing streets (5)
- Designing new streets (2)

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Maintenance of new designs & SUDS
- Cycle friendly design and improvements
- Materials for use in designs.

Exercise 2

What did the group find most useful in the information provided?

- Common elements (but needs work)
- Design emphasis table
- Sets out framework for design.

What did the group not find to be useful in the information provided?

- Mixture of prescriptive technical and vague design requirements – clarity needed.
- Challenging to navigate the document

Did the group identify any gaps in the information provided?

- Guidance on requirements of construction within world heritage site. Must make sure that SDG reflects these requirements. Do we need a separate street type?
- Comment on traffic calming or alternative measures to keep speeds low.
- Comment on who will co-ordinate works/upgrades to existing streets
- Second group did not highlight specifics, just indicated that they felt that there were a lot of gaps.

Workshop 3 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Viable maintenance regimes
- Change in priority from private car to sustainable modes
- Long term sustainability
- Pedestrian safety

In your opinion, what are the main barriers to change?

- Public concern regarding integration / sharing of space between modes, and safety
- Political will (initial support often affected by public concern obviously)
- Installation & long term costs

What will you use the new guidance for?

- No answer.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Statement from CEC on guidance hierarchy relative to other documents, to provide engineers with justification for their designs and defend against litigation
- Closer consideration as to where small corner radii are justified based on volumes and heavy vehicle turning frequency, rather than blanket application.

Exercise 2

What did the group find most useful in the information provided?

- Overall group supportive of new guidance, but notes that more detail is needed to provide designers with confidence that their designs are compliant.

What did the group not find to be useful in the information provided?

- No answer

Did the group identify any gaps in the information provided?

- Consideration of alternative infrastructure and finish requirements for conservation areas.
- Guidance on maintenance requirements.
- More detail needed on widths of various areas of public road envelope, including graphics.
- Guidance on materials to be used in project later to be adopted by the council. New materials must be tested to ensure that they are affordable in the long term.

Workshop 4 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Designs which permit straightforward future maintenance
- Changing emphasis from private car based travel to sustainable modes
- Obtaining a balance between aesthetics and practicality / fitness for purpose.

In your opinion, what are the main barriers to change?

- Views on what is best for an area are subjective, and people may resist a change from the status quo, particularly if there is not an understanding of why things have been done.
- Finance and resources available
- Designers liability
- Leadership – lack of clarity on who is responsible

What will you use the new guidance for?

- Input into design of new streetscapes
- Responses to / assessment of planning applications

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Advice on SUDS and water environment
- Landscaping within streets
- Design which eases future maintenance
- Examples of successful streets
- Guidance on materials, balance between cost and quality.

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table – but questioned whether design emphasis should change across the day.
- Street type matrix – good starting point
- Illustrative image of street type

What did the group not find to be useful in the information provided?

- Inconsistent headings in technical information, when compared to Edinburgh Design Guide.
- Purpose of document is not clear – is it policy or technical?
- Lacks consideration of the demographics of the area, and associated needs

Did the group identify any gaps in the information provided?

- Way-finding
- Soft landscaping challenges
- Budget issues
- References are needed to related information and guidance, e.g. detailed technical data.
- Maintenance
- Public art

Workshop 5 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Tie-in / consistency across guidance
- Reduction in street clutter
- Better surfacing and maintenance

In your opinion, what are the main barriers to change?

- Public opinion
- Financial constraints
- Persuading designers to move away from old standards – combination of habit and liability concerns

What will you use the new guidance for?

- Large variety of uses given, including design of new streetscape elements and reference for best practice, standards and inspiration.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Inclusive design
- Examples of successful schemes
- Design that is cost effective and easy to maintain

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table is useful
- Prescriptive nature of some items (e.g. corner radii)
- Easy to maintain
- Sets good parameters for design

What did the group not find to be useful in the information provided?

- Too prescriptive
- Some streets will fall outwith specific categories. Further guidance is needed on those which fall through the net
- Some vague phrasing (e.g. 'Desire')

Did the group identify any gaps in the information provided?

- Encourage dual-purpose/imaginative use of street furniture
- Guidance on level of parking
- No comment provided on bolder proposals, e.g. pedestrianisation on new retail streets
- Absence of guidance on demountable / moveable street furniture
- Lack of detail on trees and green infrastructure
- Streets often have different uses throughout the day
- Motorcycling
- No reference to specialist surfacing treatments

In the group's opinion, how relevant and helpful was the street framework / categorisation to the design process?

- Provides a starting point, but streets will not always fit neatly into one category and so there is uncertainty as to how this will be addressed.

Street Design Guidance – Progress Update
City of Edinburgh Council
June 2015

WSP | AECOM

KEY MESSAGES FROM REFERENCE GROUPS
Keith Gowenlock & Paul Robertson

WSP | AECOM

PRELIMINARY WORKSHOPS 3

- **March 2015 - Five workshops attended by 40 internal and external stakeholders.**
- **Mixture of presentations, group discussion and individual exercises.**
- **Key comments presented, but also aimed to take on board individual points.**

WSP | AECOM

USER NEEDS AND CONCERNS 4

- **Consistent messages received on SUDS and maintenance.**
- Most important aspects of current guidance that need to be changed:
 - Design of SUDS schemes
 - Maintenance, and design which reduces future maintenance burden
 - Reduction in street clutter
 - Change in priority from car to sustainable modes
- What are the most important topics you'd like to see in the SDG:
 - Clarity on SUDS requirements
 - Design which eases future maintenance
 - Guidance on suitable materials for use in designs
 - Examples of successful streets / schemes
- Barriers to change:
 - Concerns regarding designers' liability
 - Financial constraints and financial implications
 - Public opinion and lack of understanding of design philosophy

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FEEDBACK ON ORIGINAL SDG 5

- **Confusion over purpose of guidance and how it is used.**
- Most useful aspects of original Principles Sheets:
 - Design emphasis table
 - Basic dimensions / design parameters – further detail needed
- What did the group not find useful about the Guidance:
 - Lack of clarity on how street types are assigned / determined
 - Mixture of prescriptive technical and vague design requirements
 - Purpose of document is not clear – is it policy or technical?
 - Lacks consideration of the demographics of the area, and associated needs
 - Challenging to navigate the document

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USER NEEDS AND CONCERNS - ACTIONS 6

- Most important aspects of current guidance that need to be changed:
 - Design of SUDS schemes – **Prioritised key factsheets, WSP led on new SUDS and Flooding Factsheet**
 - Maintenance, and design which reduces future maintenance burden – **Quality design and materials promoted, 3 intervention levels set-out**
 - Reduction in street clutter – **Key message, Designing Streets**
 - Change in priority from car to sustainable modes – **Set out design emphasis and priority of users in Principles Sheets for each street type**
- What are the most important topics you'd like to see in the SDG:
 - Guidance on suitable materials for use in designs – **Quality materials, Factsheet**
 - Examples of successful streets / schemes – **Case studies now included**
- Barriers to change:
 - Concerns regarding designers' liability – **CEC support explicitly stated in new section**
 - Financial constraints and financial implications – **Quality promoted, and 3 intervention levels set-out**
 - Public opinion and lack of understanding of design philosophy - ?

WSP | AECOM

FEEDBACK ON ORIGINAL SDG - ACTIONS


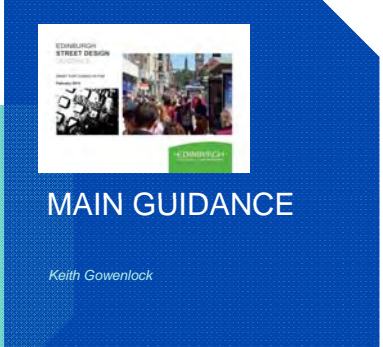
7

→ Most useful aspects of original Principles Sheets:

- Design emphasis table – **retained, but format updated**
- Basic dimensions / design parameters – **enhanced, more detail provided**


→ What did the group not find useful about the Guidance:

- Lack of clarity on how street types are assigned / determined – **flowchart, GIS map**
- Mixture of prescriptive technical and vague design requirements – **Principles sheets overhauled, factsheets provide detail.**
- Purpose of document is not clear – is it policy or technical? – **varying needs at CEC, Main Guidance > Principles Sheets > Factsheets**
- Lacks consideration of the demographics of the area, and associated needs – **challenging to address – any comments / ideas?**
- Challenging to navigate the document – **Flowchart and editing**

MAIN GUIDANCE

Keith Gowenlock



DOCUMENT STRUCTURE

9

Main Guidance

- Executive Summary
- Introduction
- The Edinburgh Context
- Vision and Objectives
- Producing the Design
- Risk, Safety and Liability
- Backdrop to Design


↓

Principles Sheets

↓

Factsheets

All Appendices Removed



EDITING THE MAIN GUIDANCE

10

→ Editing workshop held between WSP and CEC.

→ Main guidance document reduced from > 100 pages to circa 30.

→ Contents has to justify its place.

→ Appendices have been removed.

→ New flow chart produced to simplify navigation and explain process.


→ **Editing Principles:**

- Aids understanding of Edinburgh Context
- Sets objective or means of delivery
- Points reader to relevant policy
- Provides technical guidance on how to achieve objectives
- Sets out relevant good practice


Where Am I Working?

What Am I Doing?


How do I do this design?




STREET DESIGN FRAMEWORK & PRINCIPLES SHEETS




Overall concept

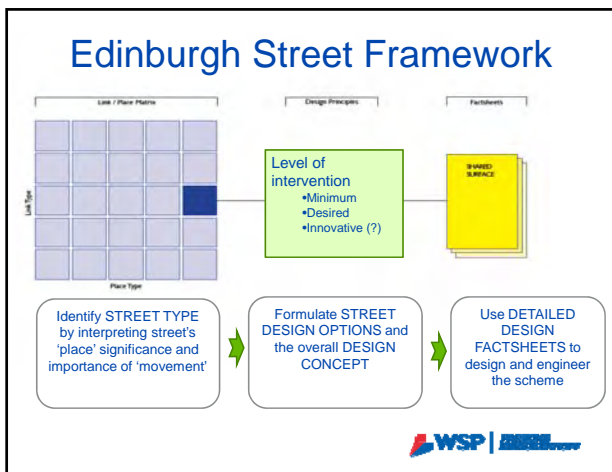


Movement priority



Place priority





INTRODUCTION TO STREET FRAMEWORK

14

Edinburgh Street Framework - A Guide to Edinburgh's Streets

Click to link to summary principles sheets

Importance of Movement	Significance of Place	Significance of Place						
		Rural / No frontage	Employment (industrial)	Residential (low density)	Residential (medium density)	Residential (high density)	Employment (office, hospital, education etc.)	Shopping / high street / town centre
Strategic	1	2	3	4	5	6		
Secondary	8	9	10	11	12	13	14	
Local	15	15	17	18	19	20	22	

Special Streets

- Royal Mile
- Princes Street
- George Street
- The Grassmarket
- The Shore

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Identify STREET TYPE

DESIGN PRINCIPLES SHEETS

WSP | ARUP

PRINCIPLES SHEETS

Strategic Retail Streets

Low Density Residential Street

USE DETAILED DESIGN FACTSHEETS TO DESIGN AND ENGINEER THE SCHEME

General Centricity Environmental Layout Geometry - Corner Radii CA 3.6

Dicometry - Corner Radii

Introduction: For the purposes of performance, the width of the side road should be as narrow as possible to minimise the crossing distance. Similarly, the corner radius should be minimised to ensure that the crossing is as close as possible to the design line.

The corner radius: refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction.

Similar turning will increase pedestrian safety: by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

Large radii encourage high speed manoeuvres: by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrian and other users. To achieve this balance, three factors need to be considered:

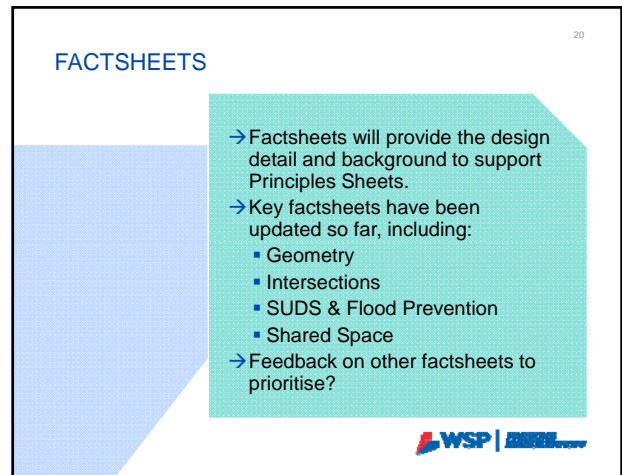
- lane width
- width of edge and minor roads, and
- volume of traffic

Corner radii specifications take into account the balance between pedestrian priority and enabling vehicles to manoeuvre safely.

Main Street	Strategic						Secondary						Local						Service										
	W1	W2	W3	W4	W5	W6	W1	W2	W3	W4	W5	W6	W1	W2	W3	W4	W5	W6	W1	W2	W3	W4	W5	W6					
Major Street Type	9	8	7	6	5	4	8	7	6	5	4	3	2	1	0	0	0	7	6	5	4	3	2	6	5	4	3	2	1
Local																													
Service																													

Other Corner Radii: 10m, 15m, 20m, 25m, 30m, 35m, 40m, 45m, 50m, 55m, 60m, 65m, 70m, 75m, 80m, 85m, 90m, 95m, 100m, 105m, 110m, 115m, 120m, 125m, 130m, 135m, 140m, 145m, 150m, 155m, 160m, 165m, 170m, 175m, 180m, 185m, 190m, 195m, 200m.

WSP | ARUP



Item 5 – Edinburgh Access Panel presentation and feedback



Minutes of the Meeting held on Monday 2 June 2014
at Room G15, Waverley Court, East Market Street, Edinburgh.

Present:	John Ballantine (JB)	<i>Acting Chair</i>
	Heather Oakden (HO)	<i>Secretary</i>
	Robin Wickes (RW)	<i>Panel Member</i>
	Bill Wright (BW)	<i>Panel Member</i>
In attendance	Stephen Dickson (SD)	<i>City of Edinburgh Council</i>
	Muir Somerville (MS)	<i>City of Edinburgh Council</i>
	Andrew McBride	
	Will Garrett	

1. Presentation: Street Design Guidance

Edinburgh Street Design Guidance draft produced in Feb 2014, and guided by principals set out in Scottish Government Designing Streets from 2010. The guidance puts pedestrians and cyclists in front of vehicles and place in front of movement. Produced in consultation with transport, planning and roads departments. The guidance uses a framework to guide street design. 25 street types have been identified, and streets are placed on a 5 x 5 matrix, using relative place and link functions. There will be 60 detailed design factsheets, looking at issues such as shared surfaces. Each factsheet will have a set of principles. Looked at example in Currie, currently has wide junctions. The new street design will narrow the junctions and increase pavements to give pedestrians priority over cars, eg narrower crossing points. Give way signs will be reduced to introduce uncertainty in motorists and encourage slower speeds. Will re-enforce the character of place over traffic movement. A road safety audit and disability audit will be part of the design for each street. Looked at Kensington High Street as an example where all road clutter has been removed, no bus lanes, and cycle paths in middle of road. There has been a reduction in accidents and more responsibility on each driver. Consultation on council website, was to 30 June, to be extended by 4 weeks. The panel discussed problems with shared surfaces, plus problems with some cyclists. Also street clutter and pavement clutter is a problem for disabled people, inc temporary signage on narrow pavements.

2. Welcome and Apologies

Apologies were received from Dennis Wilson, Hilary Davies, Carolyn Burwell and Ian McInnes

3. Previous Minutes.

The acceptance of the minutes of the previous minutes were proposed by JB and seconded by RW.

4. Matters Arising.

4.1. Waverley Station/Waverley Bridge

Waverley Station closed to all vehicles from 2nd June. Decision made by Network Rail, don't need to consult with council. Taxi rank at Calton Road with lift to station. New signage is to go into station. Network Rail don't need planning permission for all signs, only in relation to listed building. There is a 30 minute drop off in New Street car park, but not the easiest way to get into the station, and not well promoted. The pavement under North Bridge is to be widened and road changes to Waverley Bridge and Market Street. There are still general access difficulties to the station, as a panel can feed in comments to Stephen Dickson who can contact Network Rail. There is to be new general signage to Waverley and Haymarket, and improved signage at the lifts and escalators.

4.2. Website. RW has had telephone conversation with Tom Orr. Website now has obsolete software. Dreamweaver would cost about £250, plus state of the art hardware. Would use wordpress today, which does not need new software or hardware to update, has good security and is easy to use. Would cost about £200 to redesign and basic training. RW will meet up with Tom to discuss.

4.3. Royal bank of Scotland. MS had sent email on 5th May prior to previous meeting, HO apologised for missing it. Best possible solution for ramp, will go through existing arch and be as near compliance as possible. Safe cannot be removed. There will be a 90 degree turn at the top of the ramp and there will be a handrail.

4.4. Training day. Discussed , need to get new date in Sept or Oct. (Wednesdays) .HO to email round for best date and get back to SD.

4.5. Bank of Scotland. Still no new cheque book, HO will chase up.

5. New Plans

There were no new plans.

6. Date of Next Meeting

The date of the next meeting will be Monday 23 July 2014, and no meeting in August.



Edinburgh Street Design Guidance

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Version	Date
V1.0	August 2015
Notes This is the first version of the Guidance. It will be subject to ongoing review. Part C (Factsheets), will be issued, and a web based version of the document produced over the next year.	
For inquiries and suggestions, please email us (street.design@edinburgh.gov.uk)	
For news and updates, please visit Edinburgh Street Design Guidance website	

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Foreword



Grassmarket

High quality streets define Edinburgh. People visit the city from all over the World to appreciate the special qualities of the city. These owe much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages. We owe it to current and future citizens and visitors to build on this great inheritance, improving our existing streets and creating great new streets.

Street design, though, is not just about streets of international significance; it is about every street in the city. Every street that people live, shop and work on and travel along can add to or detract from the quality of city life. This guidance is about improving all our streets for all of their users.

For too long we have put car based movement ahead of the needs of pedestrians, cyclists and public transport users when designing streets. While most streets will require to accommodate car use, we need to achieve a much better balance, where the street environment positively influences driver behaviour and where other street uses, sense of place and other forms of travel are put before speed of movement by car.

We need to fully embrace relevant best practice from Scotland and around the World and tackle perceived barriers to change. Building on the Scottish Government 'Designing Street' policy, this guidance sets the principles, the process and the detailed technical guidance to achieve this in the unique and diverse context of the Edinburgh area.



Springside



INTRODUCTION AND GUIDING PRINCIPLES

Introduction

What does this Guidance do?

This guidance brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets.

It provides **Edinburgh-specific guidance** fully embracing the protocol and principles set out in the Scottish Government's 'Designing Streets' Policy.

It sets out the Council's expectations for the design of Edinburgh's streets to support the Council's wider policies, in particular transport and planning policies. It aims to co-ordinate street design and to promote collaborative working between different disciplines, by considering the function of a street first as a place, and then for movement.

Who is this Guidance for?

This Guidance sets out City of Edinburgh Council's (CEC) design expectations and aspirations for streets within the Council area. **It will be used by anyone who designs, plans, manages, maintains, alters or constructs streets.**

What is the status of the Guidance?

This Guidance will be the first point of reference for all street design whether it is for renewals schemes, improvements to existing streets or new streets, (including urban paths), in Edinburgh. Such projects include:

- **Carriageway and footway maintenance and renewals;**
- **New streets associated with development or redevelopment;**
- **Alterations to existing streets including surfaced paths; and**
- **Utility installations and reinstatements.**

It will not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

The Guidance will also apply to other Council services, as well as Transport and Roads teams, who manage streets for various purposes. These include The Council's Planning and Building Standards, Parks and Greenspaces, Waste and Fleet Services, Economic Development and Trading Standards and Licensing for events, activities and licensing for street use e.g. for tables and chairs, market stalls etc. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to comply with the Guidance in order to realise the outcomes it sets out to achieve.

The Guidance will be a material consideration in determining planning applications and appeals as well as Road Construction Consent (RCC) processes.

It supersedes the previous City of Edinburgh Council publications Standards for Streets (2006), Movement and Development (2000) and the Edinburgh Standards for Urban Design (2003).

How does it relate to other Guidance?

This Street Design Guidance is one of six, user-focused, non-statutory guidance documents interpreting Local Development Plan policies. It is supplementary to the Local Development Plan and Local Transport Strategy, and sits alongside the Edinburgh Design Guidance, which deals with the planning and design of new developments.

Non-statutory Edinburgh Planning Guidance documents

- ✓ Edinburgh Design Guidance, 2013
- ✓ Guidance for Householders, 2012
- ✓ Guidance for Businesses, 2014
- ✓ Listed Buildings and Conservation Areas, 2014
- ✓ Developer Contributions and Affordable Housing, 2014
- ✓ Edinburgh Street Design Guidance, 2015 this document

Designing Streets Policy Statement for Scotland

This Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered within this Guidance.

Use of Design Manual for Roads and Bridges (DMRB)

The Design Manual for Roads and Bridges (DMRB) provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads. The DMRB is not an appropriate design standard for most of Edinburgh's streets, particularly for geometry and layout. Therefore, in accordance with Designing Streets, the DMRB standards should not be used, unless specifically directed in the detail of this Guidance or where this Guidance does not cover an issue.

Risk and Liability

The design principles set out in this guidance document follow the same principles established in the Designing Streets policy. The Designing Streets policy document should be consulted for further details of the risk and liability considerations.

How is it structured?

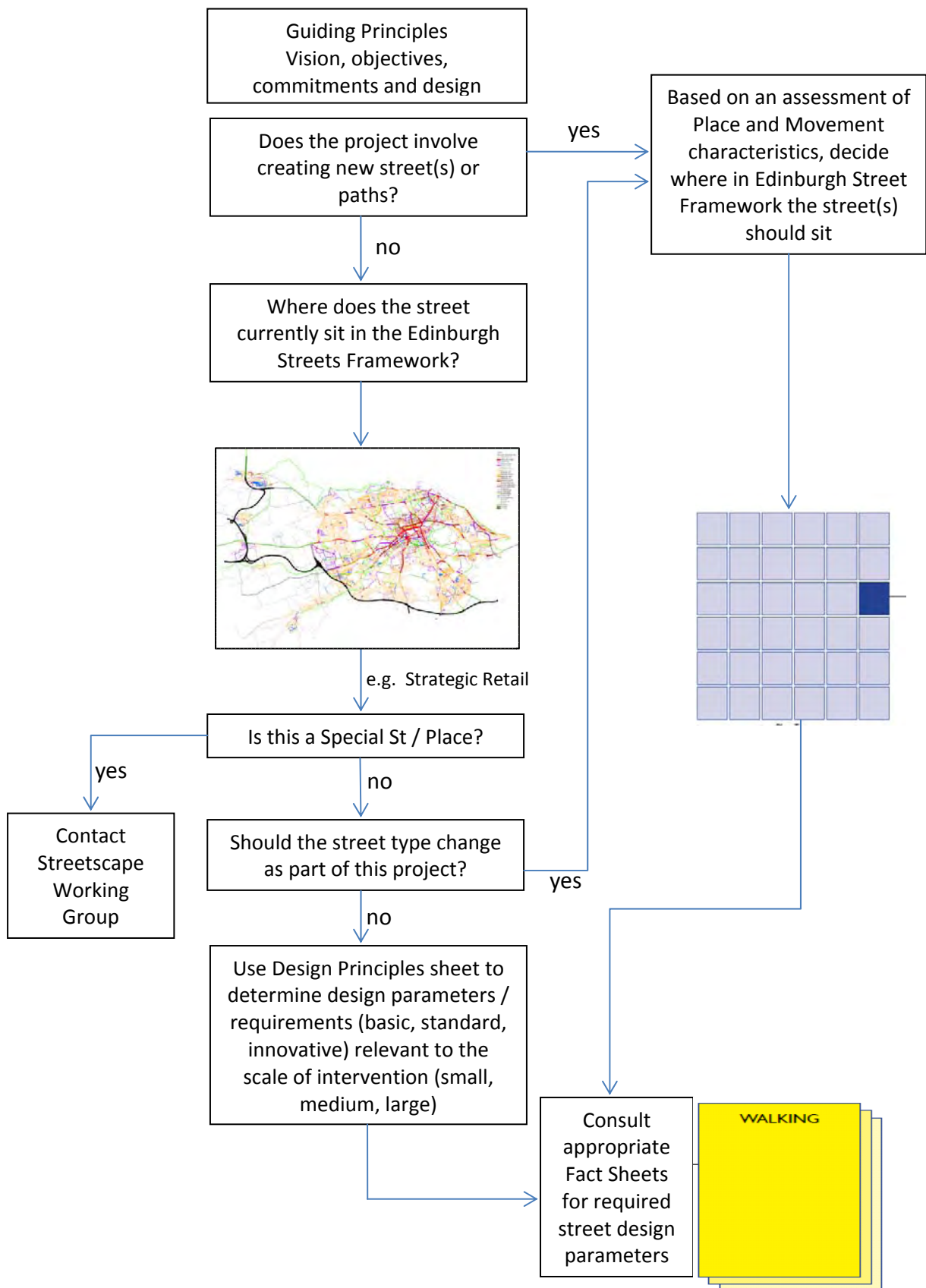
Part A provides the Introduction and the guiding principles of street design and street type, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design and the objectives that the Council would expect street design to be measured against.

Part B discussed the design, including a comprehensive set of ‘Design Principles’ summary sheets, which sets out detailed design principles for each street type.

Part C provides the Detailed Design Manual. It contains detailed and technical information to implement the guidance. Part C is intended to be a ‘live’ document and will be updated as best practice, policies and legislation change. At the time of initial publication (August 2015), Part C is not yet populated.

A web-based version will also be developed and is currently planned to be rolled out during 2016. This will guide the user through the process shown overleaf.

How do I use the Guidance?



Guiding Principles

Our Vision and Objectives

The Council's vision is to transform the process of street design to provide Edinburgh with a world-class network of streets and places. We aim to enhance the vibrancy of our streets, support sustainable movement, make the most of our historic inheritance and optimise the use of limited budgets.

This Guidance is based on the following objectives for streets which align with the key qualities set out in Designing Streets. We aim to provide streets that:

- are welcoming, inclusive and accessible to all;
- are easy to navigate;
- are attractive and distinctive;
- give priority to sustainable travel (walking, cycling and public transport);
- are safe and secure;
- are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality.
- respect key views, buildings and spaces reflect the needs of local communities; and
- are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

Our commitments

- We will follow a design process that starts by considering the street as a place for people and recognising that streets have an important non-transport role.
- We will provide integrated design solutions which reflect the local character of the area.
- We will always prioritise improving conditions for pedestrians, especially for those with mobility impairments or other disabilities, for cyclists and for public transport users.
- We will use signs, markings and street furniture only where necessary, and in a balanced way.

How will our streets change as a result of this guidance?

The main differences that this design guidance will make on our streets are summarised below. In addition detailed Factsheets in Part C of this Guidance discuss each of these proposed changes and associated issues in more detail.

Starting by considering the street as a place

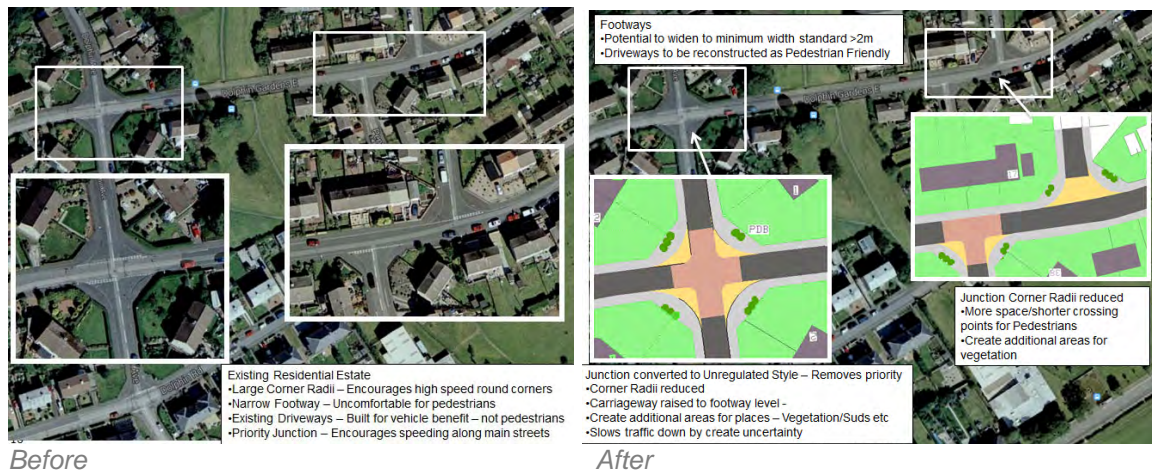
This guidance is intended to bring about a shift in the emphasis of street design across the city from a movement dominated approach, to one which starts by considering streets as places, in so doing reinforcing and improving the quality of Edinburgh's streets. Designers should have a clear understanding of the function of a particular street and propose improvements that will reflect the role of the street,

whether it is primarily a retail (high) street, a low density residential street, a place for social and cultural activity, a busy bus or general traffic route.

The new approach will use design to influence road user behaviour, helping reduce vehicle speeds and thus improving safety, particularly for pedestrians and cyclists. Examples of changes to our streets that will result include:

Junctions

- 'Tight' corner radii will be encouraged, slowing down turning vehicles and making side roads easier to cross.
- Wider use of raised road junctions without specific vehicle priority to help reduce vehicle speeds and to give pedestrians more priority.
- Introduction of 'continuous pavement' side road crossings in streets busy with pedestrians, giving greater priority to people travelling on foot.
- Pedestrian phases and advanced cycle stop lines at all signalled junctions.



Road Geometry

- Using narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate.

Road Crossings for pedestrians and cyclists (e.g. dropped kerbs, 'pelican', 'puffin' and 'toucan' crossings)

- Providing new crossings on desire lines wherever possible, including where this brings the crossing very close to a side road junction.

Footways

- Altering the design of driveway crossings of pavements (“crossovers”) to prioritise a level surface for walking and wheelchairs above a gradual gradient for cars. Ensuring crossfalls on all footways are comfortable for people with reduced mobility.
- Using the guardrail assessment protocol adopted in 2012 as a basis for considering this design feature, with a presumption against new railings and in favour of removing existing.
- Providing tactile paving and (where carriageways are not raised) dropped kerbs at all controlled and uncontrolled crossing points, including those at junctions, and prevention of parking at these crossing points.

- Wider footways in places which are busy with pedestrians, and clear walking zones along them.

Cycling and cycleways

- Increasing the priority given to cyclists in street design.
- Introducing guidance covering segregated on-street cycleways, including dealing effectively with junctions and bus stops.

De-cluttering



Poundbury, Dorset - Source: WSP

- Minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions.

- Generally not reinstating the centrelines on the 20mph network, other than on strategic routes. (A trial conducted in London between 2013 and 2014 concluded that there was a statistically significant reduction in vehicle speeds and there will be immediate and longer term maintenance cost savings as a result of not reinstating the centrelines).

Tidying up the street surface - West Meon Village, Hampshire



Residents of this Hampshire village were concerned at the effects of speeding traffic on the A32 which bisected the village. Hampshire County Council was due to resurface the road and took the opportunity to work with the local community and a consultant to make improvements within the limited budget available.

[Read more on Living Streets website](#)

Flood management and Sustainable Urban Drainage systems (SUDs)

- Promoting and clarifying the requirements for this new approach to drainage which seeks to 'design out' flood risk through attenuation as well as providing water quality treatment both in terms of new streets and retrofitting in existing streets.
- Ensure the systems maximise the potential for improvements to landscape and biodiversity e.g. the use of 'rain gardens' with trees and soft landscaping.

Street trees and soft landscaping

- Introducing street trees and soft landscaping to conserve and enhance townscape character; to use as traffic calming measure and to encourage walking and cycling.

Guidance for everyone

Design changes should be incorporated into all projects including roads and pavements renewals. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to comply with the Guidance in order to realise the outcomes that the Guidance sets out to achieve.

Street Pattern

When creating new street patterns in Edinburgh, designers will draw on:

- Edinburgh's vision, objectives and commitments set out in this Guidance;
- Designing Street's [key considerations for designing new street patterns \(p19-31\)](#); and
- Edinburgh's recognisable street patterns and distinctive urban structure.

These will also apply to making amendments to existing streets. In summary the key requirements include:

- establishing connected streets – cul de sacs should be avoided unless unavoidable;
- creating an urban form that establishes suitable grids and patterns and creates relationships between street widths and building heights and ensure neighbourhoods are walkable;
- prioritising pedestrians, cycling and public transport;
- design solutions that draw on typologies common to Edinburgh and respond to the character and features of the area (refer to Conservation Area Character Appraisals and Edinburgh Design Guidance); and
- considering the environmental quality of the street.

The Edinburgh Context

Edinburgh's city centre has a powerful and distinctive character created by its topography, geological history and the unique form of its historic environment, consisting of the Old and New Towns separated by what are now Princes Street and its gardens. This character makes a contribution to the city's quality of life, to its status as a World Heritage city and to its position as a major visitor destination. What makes Edinburgh special is detailed in [Edinburgh Design Guidance \(p8-9\)](#) and includes areas outside the urban area such as the coastal settlements and rural towns and villages.

Edinburgh developed through time giving each area a distinct character. This provides potential templates for the development and expansion of the rest of the city. This is summarised in relation to street design, including examples of important street styles.

Referencing Existing Street Styles

Edinburgh has a legacy of original street layouts, fabrics, materials and furniture. Locally quarried sandstone, Caithness paving, original whinstone kerbs, granite setts, honored paving, original cast iron street lamps and street features such as mounting blocks, lighting plinths and coal chutes have been retained in many parts of the city.

These features form part of the overall values that underpin World Heritage status and create the essential character of the city's conservation areas. It is important that changes to streets aim to preserve and enhance this historic fabric.

There is range of street character in Edinburgh where the scale, ratios and patterns, materials of streets vary. The street patterns of Medieval, Georgian, Victorian and Edwardian streets, and of some (but not all) between and post war Edinburgh streets demonstrate good townscape qualities showing coherent relationships between building, footway and road. Generally, designs for changes to existing streets or for new streets should reinforce recognisable street patterns and styles already in place locally. However 20th century car-based street patterns with layouts impermeable to pedestrians, cyclists and public transport should be adapted or replaced wherever opportunities arise.

Edinburgh already has good practice examples that feature as [Designing Streets case studies](#). These include:

- [Wauchope Square \(City of Edinburgh\)](#)
- [Gracemount \(City of Edinburgh\)](#)
- [Greendykes North \(City of Edinburgh\)](#)

Gracemount City of Edinburgh 21st Century Homes

designing streets

case study

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Location: Gracemount

Developer: Cruden Homes; City of Edinburgh Council 21st Century Homes

Size: 1.2 hectares; 99 new affordable homes

Type: New Residential

Stage: Planning Permission in Principle for overall masterplan. First phase completed



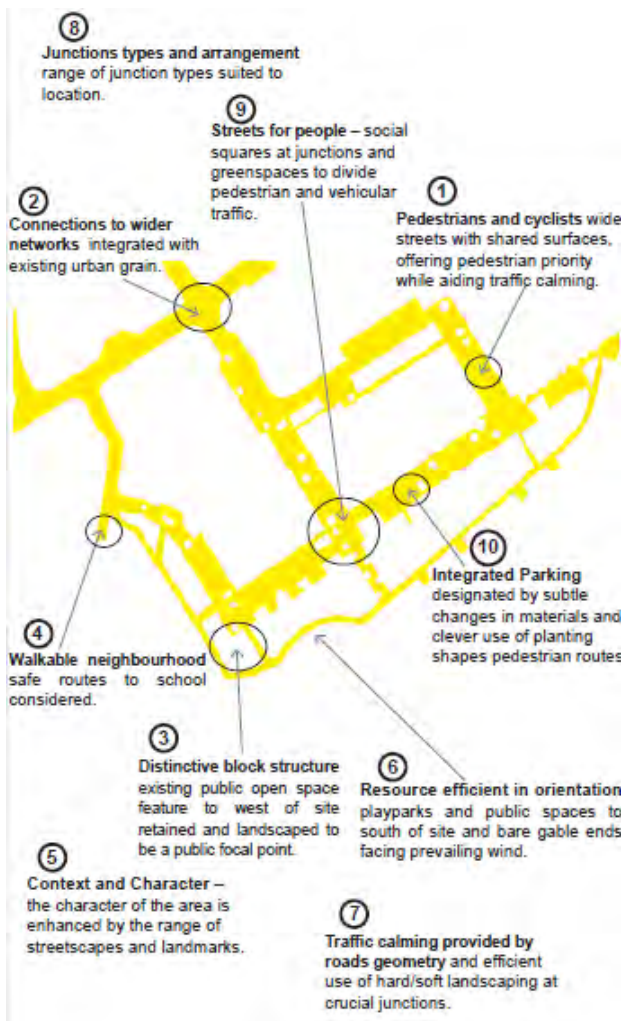
Background

This development is the first phase of affordable housing within a larger master planned area of houses for sale. As part of the 21st Century Homes initiative, City of Edinburgh Council developed an initial master plan for the wider Gracemount area. It outlined the approach to all basic aspects of the design, such as maximum storey heights, housing typologies, public space, private space and boundary treatments, waste management and lighting.

For this first phase of development, the master plan was developed in more detail. The Design Team had pre-application discussions with CEC Planning, Transport and Refuse, and a Planning Officer is on the client project team in an advisory role, ensuring a degree of continuity throughout this and following phases. The site layout is based around two new roads, the main street is on the axis of the listed Gracemount House, providing views through trees along this route for character and orientation. The new crossroads form an important junction, with the majority of three and four storey flats located around this area. Elsewhere, housing comprises houses and a 'colonies' type arrangement (upper and lower villas with front doors at opposite sides). Streets are designed to provide a pedestrian friendly, low traffic speed area which works as a coherent public space. There are uniform levels with no high kerbs and different zones are distinguished by different surface finishes.

This approach allows street to become a more sociable space. To address concerns about the use of shared surfaces by blind and partially sighted people, a separate walkway is provided which is defined by a tactile strip rather than a raised kerb. All homes have a private or semi private outdoor space – a private garden, private balcony or secure communal rear garden. Public open space is provided by retaining an important existing walkway through the site and three informal squares, located at road junctions, provide small scale greenspace with seating.

In Gracemount, streets are designed to provide a pedestrian friendly, low traffic speed area which works as a coherent public space. There are uniform levels with no high kerbs and different zones are distinguished by different surface finishes.



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Public open space is provided by retaining an important existing walkway through the site and three informal squares, located at road junctions, provide small scale greenspace with seating.



Parking courts softened with planting

Movement analysis

Source: Creating Places website, Scottish Government

Edinburgh Street Framework

The Edinburgh Street Framework is based around the dual **place** and **movement** roles of streets.

As a **place**, a street is a destination in its own right. People using streets as places will live on a street, or make use of buildings or other facilities that are on the street. People using streets as places are almost always on foot.

Movement is essentially travel by any mode. Within the Edinburgh Streets Framework, the movement significance of a street is primarily determined by the function of the street for medium and long distance movements, particularly by public transport.

Designing Streets, page 9



Source:

Many streets with similar **movement** functions can have very different **place** functions. Perhaps the best examples in Edinburgh are the main roads into the city centre from its edges. These are very significant for movement throughout their lengths, whilst their place functions vary dramatically, ranging from outer suburban low density housing and busy high streets.

Street Categories / Types

The Edinburgh Street Framework categorises our streets based on their place and movement functions. There are different Design Principles for each of the seven street types, which (with 3 different levels of movement significance) have been identified in the table below. In addition to this there are also footpaths, cycle paths and a number of special streets / places in this framework. Design Principles for the standard street types and these special categories are provided in Part B.

Edinburgh Street Framework

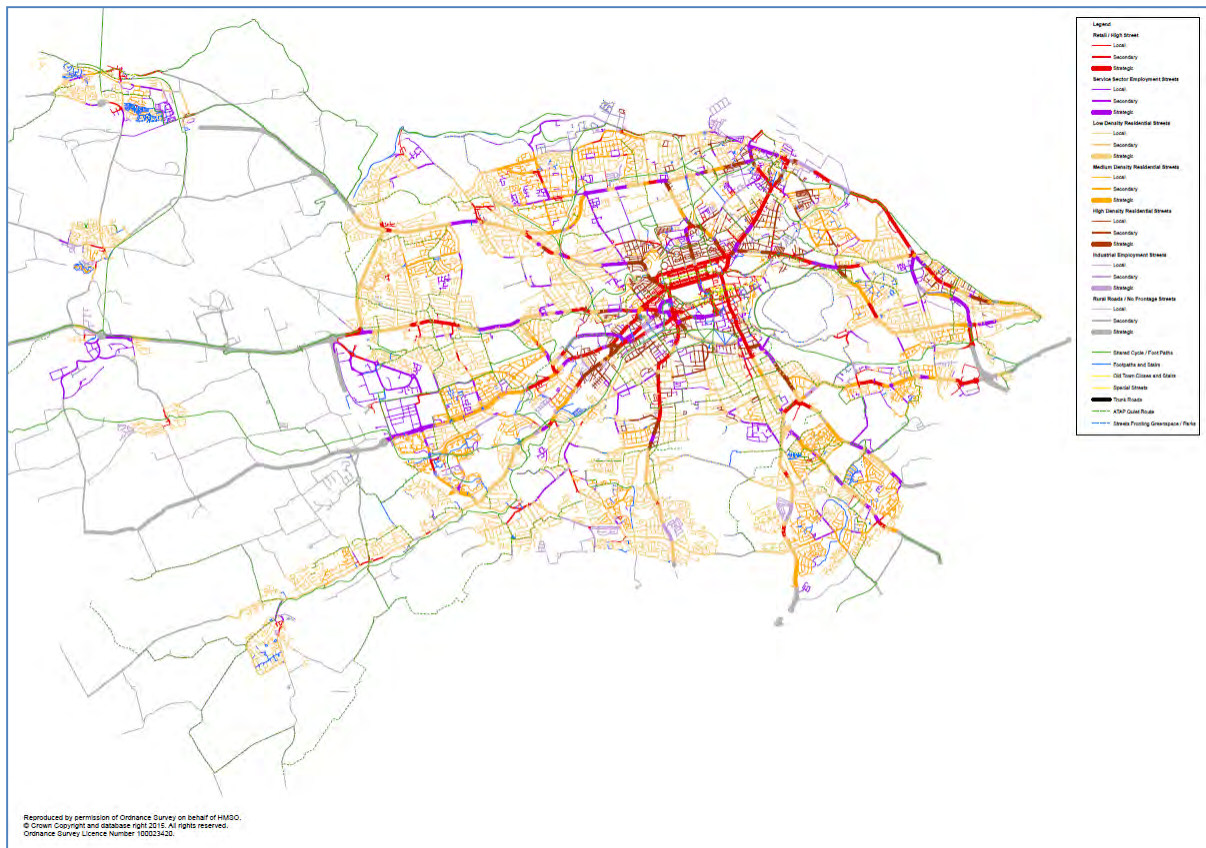
Click to link to summary principles sheets		Type of Place →						
		Rural roads / No frontage	Industrial Employment	Low Density Residential	Med Density Residential	High Density Residential	Service Sector Employment	Retail / High Streets
↑ Significance of Movement	Strategic	x	No	x	No	No	x	x
	Secondary	x	No	No	x	No	x	x
	Local	x	No	x	No	x	No	Xo
Other streets and paths	Footpaths	(pedestrians only)						
	Footpath/ cycleways	(shared by pedestrians and cyclists)						
	Special streets and places	Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs						

Mapping out Edinburgh Street Types

Application of the above framework on our existing streets has resulted in a map format of the Edinburgh Streets Framework. The [Edinburgh Street Types](#) map presents Edinburgh's existing streets based on their **current** place and movement status.

Those who are dealing with Edinburgh's existing streets can simply locate the street(s) in question on the map to obtain the relevant Design Principles sheet presented in Part B.

Those who are creating new streets (eg developers) in Edinburgh should apply the "*place and movement*" detailed in above and the information provided in the next section to identify Design Principles applicable to the proposed street type(s) in their development.



Edinburgh Street Framework - Street Types Map

How to apply Edinburgh Street Framework to New Developments

How significant should movement be?

Movement significance of a street is based on the importance of the street for motorised (private and public transport) traffic and its place in the street hierarchy in connecting major destinations.

Strategic streets accommodate the highest levels of movement by a range of modes of transport including out-of-city movements. These include A roads and other main streets, such as Leith Walk, Morningside Road and the Western Approach Road, aside from trunk roads.

Secondary streets provide connections between different parts of the city with moderate to high levels of movement, usually includes travel by bus, such as Captains Road, Bonnington Road, or Drum Brae.

Local streets serve mainly (though not exclusively) housing, and provide local access for example for local residents and employees to and from their houses and places of work. These streets will not have a significant through traffic function. They can vary substantially in width depending on when they were first built. They do not have a significant public transport role.

The majority of new streets are likely to fall into the 'Local streets' category.

Paths are type of street that will usually excludes any form of motorised traffic. The level to which pedestrians and cyclists are separated from each another will vary.

What type of a place to create?

The [Edinburgh Design Guidance](#) sets out requirements relevant to understanding context, designing buildings, landscape and biodiversity that all together with streets creates the very essence of a place that is being developed. Therefore streets can also be categorised by **their place function** – in the Edinburgh Streets Framework, this is simply derived by land uses and frontages. Areas where there are lots of people on the street have a high place status: for example, streets with shop frontages and offices. Areas with limited street frontage and pedestrian interaction have a low place status: for example industrial estates and rural roads.

Retail / High Streets have an important and valued role within the whole city, local district or neighbourhood. They typically comprise a group of shops with frontage at the ground floor level and are mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, hotels or other types of private residence. This type of place also covers smaller numbers of shops providing an important community function in local centres such as bars, cafes and shops with self-contained streets such as local shopping parks or drive-ins.

Service sector employment streets include short stretches of offices in otherwise residential locations (such as offices on the ground floor of tenement buildings); schools, hospitals, self-contained business units or industrial parks and places within the urban fabric forming identified business areas

Industrial employment streets include activities related to industrial manufacturing, distribution and sale of industrial goods etc.

High density residential streets are sometimes mixed with retail and/or non-retail employment, including traditional multi-storey tenements and other newer high density housing developments consisting of modern apartments (these may depart from traditional street patterns).

Medium density residential streets Including large semi-detached housing, closely-spaced terraces, colonies, or 2 to 3 storey villas or new apartments.

Low density residential streets with their own private frontage/gardens and off-street car parking typically in suburban areas outside of the central areas of the city. These include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows.

Rural roads and streets with no frontage have fewer features of the built environment or are surrounded by fields, parks, the green belt or countryside, with potentially with a few isolated dwellings in a **rural** setting.

20 mph Streets

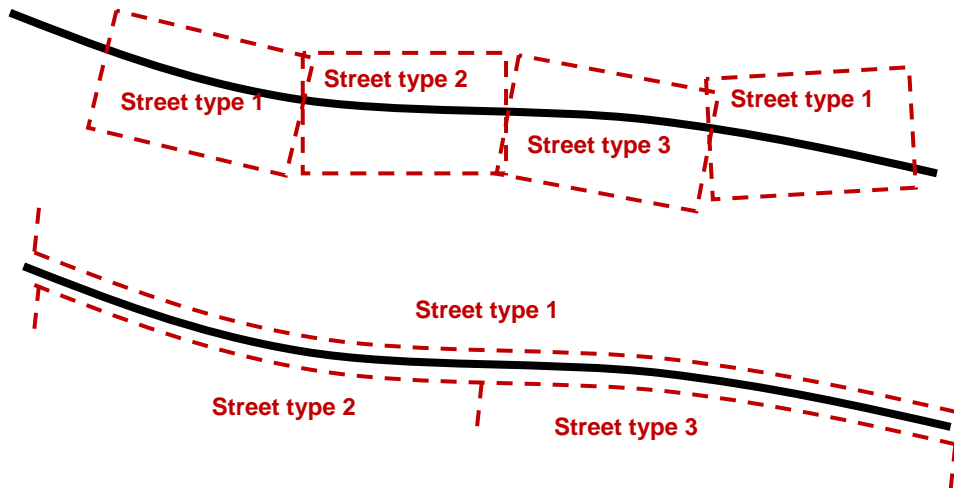
Edinburgh is the first 20 mph city in Scotland with 30mph and 40mph speed limits only maintained for a limited arterial network. Therefore the default design speed for new streets is 20 mph. Exceptions will be considered for new rural streets with no-frontage, for those serving and fronting low-medium density industrial land uses and for those strategic and secondary streets with a frequent bus service.

Interaction between different street types – transition and transformation

Where streets have more than one land-use for example with both retail and residential functions, the predominant street level use should be seen as the main influence on the balance between place and movement.

Some streets will have a consistent design along their length. However in many cases, a streets' place function changes as it passes through the city (eg from retail / shopping to residential to office based employment). At transitions between two place types, there should not be a sharp boundary – the designer should take a pragmatic approach to the design so that it makes sense to the user and avoids apparently illogical or jarring changes.

Sometimes one side of a street will have a different place function from the other. In this case, the street type with the higher place status should normally apply on both sides, although some flexibility can be applied. For example, on a street with shops on one side and a local park boundary on the other, the highest priority (shopping) implies a need for paving slabs on the footways on both sides; in practice, blacktop could be used on the park side, if there is low pedestrian demand. There may also be cases where special design consideration may apply. Whatever the composition of the street, its design should be coherent and respond to the local context.



Street segmentation along a street; each segment may have an individual place type and design options (based on Movement & Place)

In some cases, complete transformation of a street may be desirable or required by a design brief, meaning that the existing movement and place needs of a street should be altered by the design. This approach is likely to apply when reconstruction projects, area wide traffic management schemes or urban design improvements are proposed. In some cases, the transformation of a street may take several years and go through different phases.

Part B – DESIGN

Design Approach

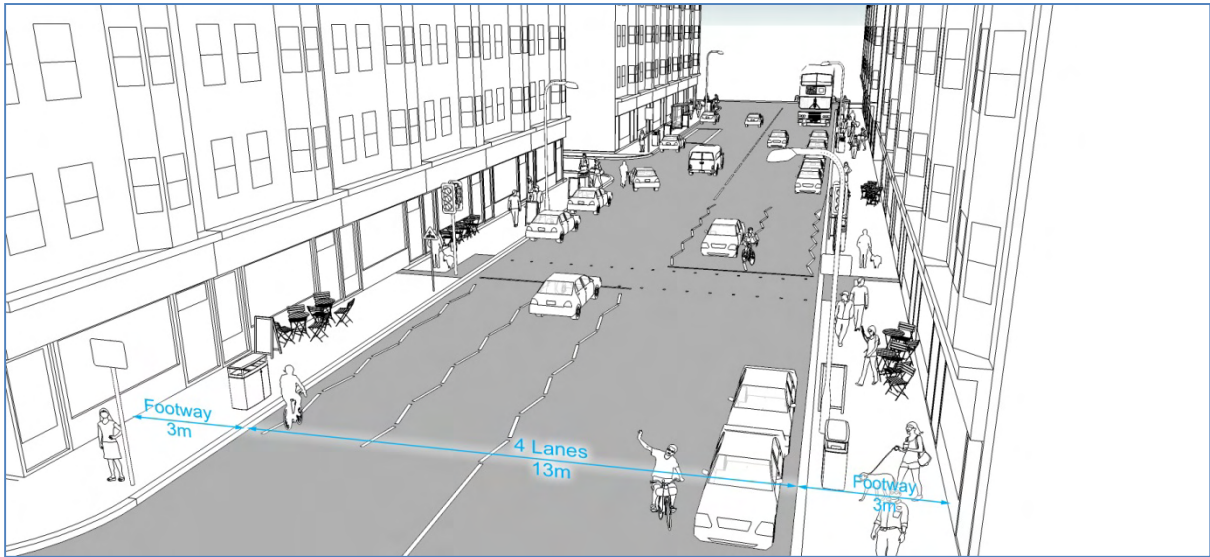
Levels of Design Intervention

The Council intends to make sure all work undertaken in Edinburgh's streets is a step towards its vision and objectives for streets. Therefore Edinburgh Street Design Guide must be applied across the design spectrum, from the completion of routine maintenance and basic repairs to construction of a brand new street. The requirements set out in the 'Design Principles' Sheets relate to the level of intervention on our streets undertaken by the Council services or third parties.

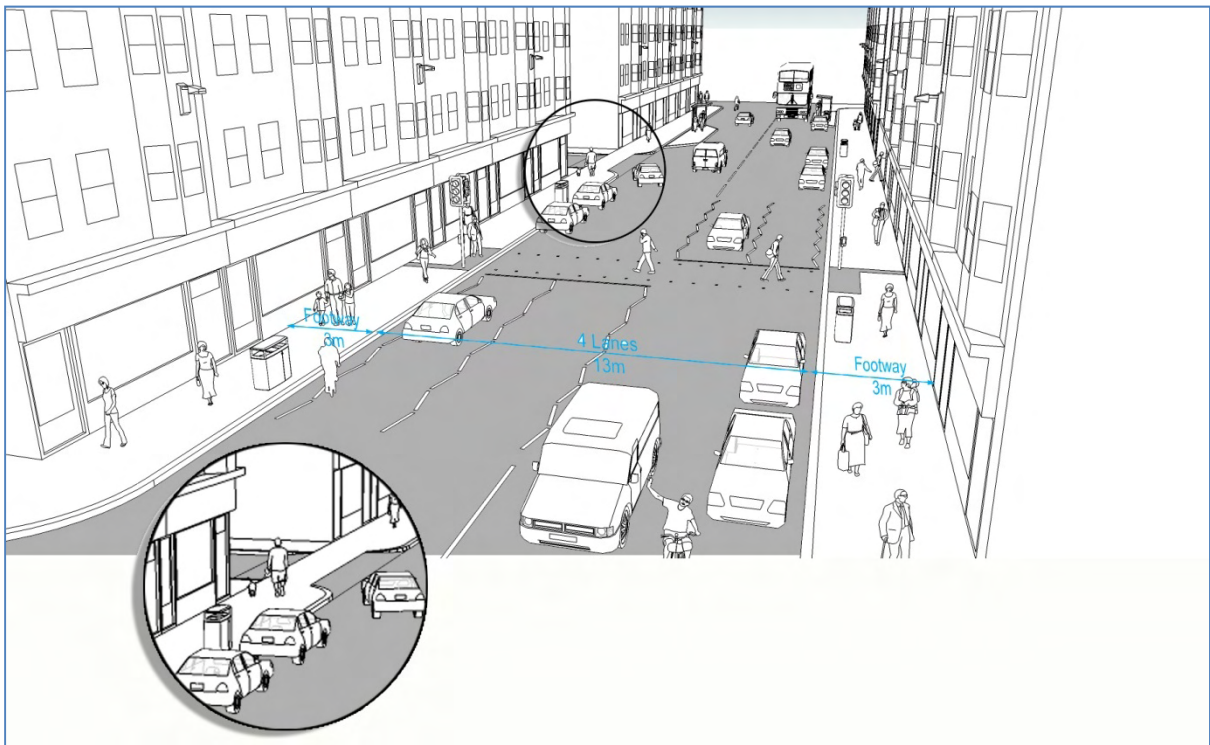
Requirement	Action required	Level of intervention
Basic	<p>Tidy up Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats)</p> <p>Declutter Do not retain street furniture and road sign/markings unless there is a clear case for retention</p>	<p>Small scale maintenance and renewals projects that are based on periodic inspections and/or reports and requests from third parties, e.g. single pothole repairs, isolated footway repairs <25m in length, single (pairs) of tactile or drop kerb installations, new single signs, new crossovers for single buildings etc.</p> <p>Also applies to other services that use, maintain and manage streets including utility providers.</p>
	<p>Improve Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/activities</p>	<p>Small scale capital (carriageway and footway) renewal schemes and other small scale capital schemes including road safety projects, new crossings, traffic calming schemes incorporating physical measures, junction refurbishments, bus stops including build outs, and road cycle schemes.</p>
Standard	<p>Rethink and redesign Apply basic design principles but also aim for significant street re-design and roadspace reallocation.</p>	<p>Medium to large scale capital (carriageway and footway) renewal schemes and other medium to large scale capital schemes such as large scale traffic management, bus priority and cycle priority schemes.</p>
Innovative	<p>Consider innovative approaches to create new streets or reconstruct existing streets Apply basic and standard design principles but also aim for innovative construction/ full reconstruction of the street from building to building.</p>	<p>This level should be considered for street / area based public realm or economic development projects. For example, High Street, Leith Walk and Grassmarket public realm schemes where whole street layout is reconfigured from building to building.</p> <p>Also should be considered when creating new streets associated with developments.</p>

“Basic” Design Principles / Requirements focus on - making Edinburgh's streets accessible especially for the vulnerable street users (e.g. mobility impaired, blind and partially sighted, elderly or young, people with cognitive difficulties etc); supporting sustainable forms of travel and street uses/activities. Achieving this requires tidying up, decluttering and improving basic street layout, materials and furniture.

Any small scale works /projects on streets undertaken by the Council or third parties will fulfil the basic design principles / requirements that are specified in the design principles sheet for each street type.



Illustrative example of a typical existing retail/ high street layout



Illustrative example of the same street tidied up and decluttered

“Standard” Design Principles / Requirements supplement these basic treatments and focus on establishing a much higher standard of street. The majority of these requirements already feature in some of our streets, but the aim is to make sure all corners of Edinburgh offer such streets to our residents and visitors.

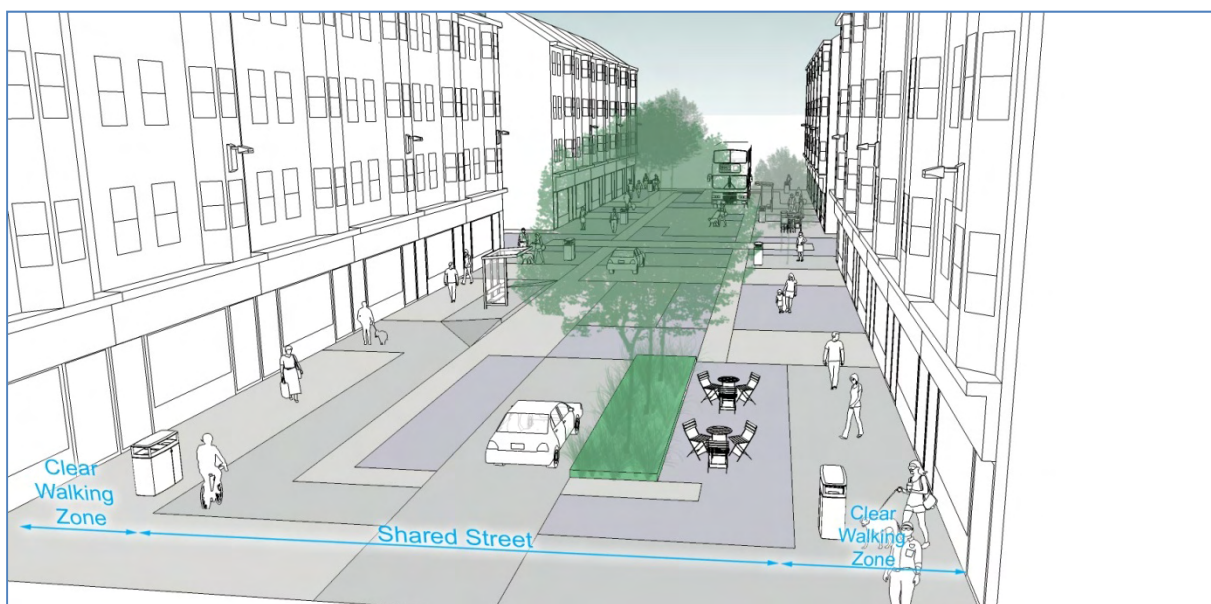
Any Medium to large scale works /projects on streets by the Council or third parties will fulfil the basic and standard design principles / requirements that are specified in the design principles sheet for each street type.



Illustrative example of the same street reconstructed as an ATAP Quiet Route

“Innovative” Design Principles / Requirements include concepts that may be new or experimental (at least in the UK context), or suitable only in special circumstances.

Any corridor or area based public realm, transport or economic development projects by the Council or third parties will fulfil both the basic and standard design principles and should consider innovative design principles.



Illustrative example of the same street reconstructed as shared space

Quality Audit

A Quality Audit should be an integral part of street design. The Quality Audit process aims to allow for more innovative design solutions where overly cautious practices can be avoided in favour of creating places that are high quality and enjoyable to use.

A Quality Audit draws together assessments relating to a range of street users. By grouping the assessments together and considering against CEC's overall street objectives and any specific local objectives, any compromises in the design will be apparent, making it easier for decision makers to view the scheme in the round. Whilst they can be used at initial design stages they add particular benefit once a design has been developed in some detail whether on an existing or new street.

A Quality Audit is not a tick box exercise, but should be integral to the design and implementation of any street design. A typical audit may include some of the following assessments but the content will depend on the type of scheme and the objectives which the scheme is seeking to meet:

- an audit of visual quality;
- a review of how the street will be used by the community;
- a Road Safety Audit;
- an inclusive access audit;
- a walking audit; and/or
- a cycle audit.

To assist with the Quality Audit process, CEC have adopted the Quality Audit template and accompanying guidance document, created by the Scottish Government for Designing Streets, which can be downloaded from the following web address:

<http://www.creatingplacesscotland.org/designing-streets/process/quality-audit>

Design Principles

Each street type has a corresponding 'Design Principles' summary sheet, which provides a high level design brief for any works undertaken on that particular street type. Principles sheets indicate key design parameters and also direct users to associated technical factsheets. Applicable design parameters vary according to the level of intervention proposed and agreed with CEC.

The Design Principles sheets also acknowledge that there may be certain design considerations which will apply to some but not all streets within a given 'type' (e.g. those within conservation areas, presence of a school – for more detail see Special Design Considerations above) and provide guidance on how to design around these elements.

The key points set out in the appropriate Design Principles Sheet should be the starting point for design. However designs should always respond to local context and objectives, and this may justify changes in the approach in some circumstances.

An example Principles Sheet is shown below:

Street type

DESIGN PRINCIPLES – RETAIL/HIGH STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis

Summary statement covering this type of street

Design principles

The relative emphasis to be given to catering for different street users

Reference to relevant factsheet section

<p>Summary statement covering this type of street</p> <p>DESIGN PRINCIPLES – RETAIL/HIGH STREETS (STRATEGIC, SECONDARY and LOCAL)</p> <p>Design Emphasis</p> <p>Place Pedestrians Cycling / Public Transport Loading General traffic Parking</p>	
<p>Summary statement covering this type of street</p> <p>Design principles</p> <p> Retail / High Streets contribute an important and valued role to the whole city, district or neighbourhood. They form a group of shops along a street frontage at the ground floor level and typically mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, offices, hotels or other types of private residence. There is significant amount of pedestrian activity associated with the movement of people along these streets. There are also high levels of kerbside activity generated by parking, loading and public transport. They can be centres of civic pride with important buildings, squares and spaces. These functions should be understood and incorporated in the design. Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, public transport. Generally road traffic will be accommodated but not prioritised. Pedestrians will have priority through junctions and intersections, including across side streets. Cyclist will be separated as far as possible from traffic. </p>	
<p>Design principles</p> <p>STREET LAYOUT</p> <ul style="list-style-type: none"> BASIC Minimum width of footway: <ul style="list-style-type: none"> Strategic streets: absolute min. 3m (only allowed in short sections), desirable min 5m or wider. Secondary streets: absolute min. 2.5m (only allowed in short sections), desirable min 4m or wider. Local streets: absolute min. 2m (only allowed in short sections), desirable min 3m or wider. Maximise clear "walking zone" (absolute minimum: 1.5m - only allowed in short sections) Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets) Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, ideally associated with entrances to major buildings. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. 	<p>Factsheet reference</p> <p>C1-1-b and C1-1-a</p> <p>C4-1-b</p> <p>C1-2 (all f/s)</p>

Special Streets and Places

There will be a number of exceptions and unique locations which require special treatment; examples include:

- Royal Mile
- Princes Street
- George Street (with squares)
- Grassmarket
- The Shore
- Queensferry High Street
- Old Town's closes and stairs



The Shore



Grassmarket

The overall vision and objectives for street and design set out in this guidance are relevant for these special streets and places. They should be used as a basis for any design proposals, in the first instance, along with any more specific local objectives.



South Queensferry

When considering significant or full reconstruction of these streets, their unique nature means that it is important that creativity and innovation is not stifled by an overly generic approach to design. It is therefore recommended that objectives, suitably prioritised, should form the basis of a collaborative / corporate based design approach.



Royal Mile

For maintenance and more limited reconstruction, the most appropriate principles sheets (eg primary and secondary retail) as well as any specific design codes already in place, should be used to inform the design.

Special Design Considerations

Some specific local design factors may need to be addressed as part of the design process. Examples of these Special Design Considerations include:

- World Heritage Site, conservation areas and listed buildings, Natural Heritage and biodiversity designations areas that are otherwise visually distinct or historically important
- areas that may require increased social and pedestrian space such as squares and significant streets, street junctions and intersection; and
- areas outside buildings such as schools, pubs, local shops or at bus stops or rail stations
- streets that front onto water (coastal or river) and important greenspace (parks and gardens)
- footpaths
- foot/cycle paths
- Active Travel Action Plan (ATAP) Quiet Routes



Castlehill



Shared Foot/Cycle path

These design factors are important in delivering Edinburgh's vision and objectives and should apply across the standard street types.

Some of the key principles related to these streets and places are outlined overleaf in the following principles sheets.



Segregated Cycle path

Design Principle Sheets

DESIGN PRINCIPLES – RETAIL/HIGH STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis



<p>Retail / High Streets contribute an important and valued role to the whole city, district or neighbourhood. They form a group of shops along a street frontage at the ground floor level and typically mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, offices, hotels or other types of private residence. There is significant amount of pedestrian activity associated with the movement of people along these streets. There are also high levels of kerbside activity generated by parking, loading and public transport. They can be centres of civic pride with important buildings, squares and spaces. These functions should be understood and incorporated in the design.</p> <p>Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, public transport. Generally road traffic will be accommodated but not prioritised. Pedestrians will have priority through junctions and intersections, including across side streets. Cyclist will be separated as far as possible from traffic.</p>	
STREET LAYOUT	Factsheet reference
<ul style="list-style-type: none"> BASIC 	
Minimum width of footway:	C1-1-b and C1-1-a
<ul style="list-style-type: none"> Strategic and secondary streets: absolute min. 2.5m (only allowed in short sections), general min 3m, desirable min 4m or wider. Local streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 3m or wider. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections) 	
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, ideally associated with entrances to major buildings. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for visitors and commuters.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
Consider bus lanes or other bus priority measures in places where queuing occurs	C3-1-e
<ul style="list-style-type: none"> STANDARD 	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network (GIS) .	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales	
<ul style="list-style-type: none"> INNOVATIVE 	
Clear width of carriageway:	C4-1-a
<ul style="list-style-type: none"> Strategic streets: min 6m Secondary streets min 5.5m Local streets min 4.5m 	
Consider full shared space as part of a comprehensive approach to wider traffic management.	C1-3
Design speed for secondary and local streets is 20mph, including bus routes	C5-2-a (Green Env/ Flood prevention / SUDs)
Incorporate SUDS features (swales, ponds, basins, bioretention, etc)	
Utility service zone generally within footways, where possible min 3m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	
FABRIC/MATERIALS	
<ul style="list-style-type: none"> BASIC 	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
<ul style="list-style-type: none"> STANDARD 	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone)	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDs - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
Consider different/high quality materials to enhance place and crossroads.	
FURNITURE/FEATURES	
<ul style="list-style-type: none"> BASIC 	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the	

walking zone).	
Poles set back 300mm from kerb	C1-1
Provide frequent seating and waste bins, at least every 50m	C1-5-a
Visitor/commuter cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.	C2-4
Provide bus shelter and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• STANDARD	
Consider provision for city dressing/ events infrastructure.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community and retail information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• INNOVATIVE	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – SERVICE SECTOR EMPLOYMENT STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis



<p>Service Sector Employment Streets will have frontage, and will typically mixed with other uses between or below/above them such as retail, tenement flats, restaurants, hotels or other types of private residence. Streets will be similar in profile to retail streets, with similar key footpath links to local facilities.</p> <p>Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, taking public transport. Generally road traffic will be accommodated but not prioritized. Pedestrians will have priority through junctions and intersections, including across side streets. Cyclist will be separated as far as possible from traffic.</p>	
STREET LAYOUT	Factsheet reference
<ul style="list-style-type: none"> BASIC 	
<p>Minimum width of footway:</p> <ul style="list-style-type: none"> - Strategic streets: absolute min. 2m (only allowed in short sections), general min 3m, desirable min 5m or wider. - Secondary streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 4m or wider. - Local streets: absolute min. 2m (only allowed in short sections), desirable min 3m or wider. <p>Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)</p>	C1-1-b and C1-1-a
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for commuters and visitors.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. High density of short term parking and low density of long term parking.	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
<ul style="list-style-type: none"> STANDARD 	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network (GIS) .	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales, etc.	C5-2-a
<ul style="list-style-type: none"> INNOVATIVE 	
<p>Clear width of carriageway:</p> <ul style="list-style-type: none"> - Strategic streets: min 6m - Secondary streets min 5.5m - Local streets min 4.5m 	C4-1-a
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
<ul style="list-style-type: none"> BASIC 	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
<ul style="list-style-type: none"> STANDARD 	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
FURNITURE/FEATURES	
<ul style="list-style-type: none"> BASIC 	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide seating and waste bins every 100m on strategic and secondary streets.	C1-5-a
Visitor & commuter cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal cycle parking will be lockable compound/container.	C2-4
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) -	

contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• STANDARD	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• INNOVATIVE	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – HIGH DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis

Place	Pedestrians	Cycling / Public Transport	General traffic	Parking	Loading
<p>High-density residential streets are sometimes mixed with retail and/or non-retail employment, including traditional multi-storey tenements and other newer high density housing developments consisting of modern apartments with different street layouts and building accesses that may depart from traditional street patterns.</p> <p>Design for high density residential streets will emphasise social spaces, the pedestrian environment and public transport. They will use layout treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. General road traffic will be permitted, but not prioritised. Cyclists will be separated as far as possible from other road traffic. Pedestrians will have priority through junctions and intersections, including across side streets.</p>					
STREET LAYOUT					Factsheet reference
<ul style="list-style-type: none"> BASIC 					
Minimum width of footway:					
– Strategic and secondary streets: absolute min. 2m (only allowed in short sections), general minimum 2.5m, desirable min 3m or wider.					
– Local streets: absolute min. 2m (only allowed in short sections), desirable min 2.5m or wider.					
Maximise clear “walking zone” (absolute minimum:1.5m - only allowed in short sections)					
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)					
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.					
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.					
Review existing Traffic Regulation Orders (TRO's).					
Make all crossing points suitable for wheelchairs and protected from parking/loading.					
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.					
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.					
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.					
Provide Advanced Stop Lines at all signalised junctions.					
Provide cycle parking for residents and visitors.					
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets.					
Low density of short term parking and high density of long term parking.					
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.					
<ul style="list-style-type: none"> STANDARD 					
Install continuous footways at all uncontrolled side junctions.					
Consider raised junctions incorporating full carriageway width of main road at key junctions.					
Consider shared space at squares, key junctions/locations, public transport interchanges etc.					
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connection to this network.					
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.					
Consider retrofit SUDS e.g. bioretention, swales, etc.					
<ul style="list-style-type: none"> INNOVATIVE 					
Clear width of carriageway:					
– Strategic and secondary streets: minimum 6m, min 6.5m for bus routes					
– Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control					
Design speed for secondary and local streets is 20mph, including bus routes					
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.					
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)					
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.					
FABRIC/MATERIALS					
<ul style="list-style-type: none"> BASIC 					
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.					
Footways in paving slabs					
Contrasting grey tactile paving/ cycle warning paving					
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)					
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.					
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc					
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used.					
Standard kerb height 100mm. Consider retention of natural materials.					
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.					
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)					
Bus stops- 100mm kerb upstand					
Minimise road markings. No centrelines on local streets with design speed of 20mph.					
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible					
<ul style="list-style-type: none"> STANDARD 					
Consider natural materials for kerbs.					
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc					
Consider recessed utility covers in consultation with the utility suppliers.					
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.					
Consider retrofit SUDS materials e.g. permeable paving, etc.					
FURNITURE/FEATURES					
<ul style="list-style-type: none"> BASIC 					
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process					
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.					
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.					
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).					
Poles set back 300mm from kerb					
Provide seating and waste bins every 100m on strategic and secondary streets.					
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.					
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) -					

contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• STANDARD	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• INNOVATIVE	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – MEDIUM DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis

Place / Pedestrians	Cycling / Public Transport	General traffic	Parking	Loading
<p>Medium density residential streets consist of large semi-detached housing, closely-spaced terraces, colonies, or 2 to 3 storey villas or new apartments.</p> <p>Design for medium density residential streets will emphasise social spaces, the pedestrian environment and public transport. They will use layout treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. General road traffic will be accommodated, but not prioritised. Cyclists will be separated as far as possible from other road traffic. Pedestrians will have priority through junctions and intersections, including across side streets.</p>				
STREET LAYOUT				Factsheet reference
<ul style="list-style-type: none"> BASIC 				
Minimum width of footway:				C1-1-b and C1-1-a
<ul style="list-style-type: none"> – Strategic and secondary streets: absolute min. 2m (only allowed in short sections), generally 2.5m, desirable min 3m or wider. – Local streets: absolute min. 2m (only allowed in short sections), desirable min 2.5m or wider. 				
Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)				
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)				C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.				C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.				C4-2-a
Review existing Traffic Regulation Orders (TRO's).				C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.				
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.				C-4-1b
Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.				C1-1-c and C1-1-d
If the street forms part of a ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.				C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.				C2-1
Provide cycle parking for residents and visitors.				C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets				C4-3
Low density of short term parking and high density of long term parking.				
Consider providing bus boarders where minimum footway width of 1,5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.				C3-1-b and C-3-d and C2-1
<ul style="list-style-type: none"> STANDARD 				
Install continuous footways at all uncontrolled side junctions.				C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.				C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.				C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connection to this network				C2-1
Consider locating bus lanes with parking/loading restrictions on strategic and secondary streets.				C3-1-e
Consider retrofit SUDS e.g. bioretention, swales, etc.				C5-2-a
<ul style="list-style-type: none"> INNOVATIVE 				
Clear width of carriageway:				C4-1-a
<ul style="list-style-type: none"> – Strategic and secondary streets: minimum 6m, min 6.5m for bus routes – Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control 				
Design speed for secondary and local streets is 20mph, including bus routes				
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.				C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)				C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.				C4-1-f
FABRIC/MATERIALS				
<ul style="list-style-type: none"> BASIC 				
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.				
Footways in paving slabs				C1-4-b
Contrasting grey tactile paving/ cycle warning paving				C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)				C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.				C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc				C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used.				C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.				
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.				C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)				C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand				C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.				
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible				Trees in the City Action Plan Edinburgh Design Guidance
<ul style="list-style-type: none"> STANDARD 				
Consider natural materials for kerbs.				C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc				C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.				
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.				
Consider retrofit SUDS materials e.g. permeable paving, etc.				C5-2-a
FURNITURE/FEATURES				
<ul style="list-style-type: none"> BASIC 				
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process				
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.				C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.				C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).				
Poles set back 300mm from kerb				C1-1
Provide seating and waste bins every 200m on strategic and secondary streets.				C1-5-a
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.				C2-4
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.				

Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• STANDARD	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• INNOVATIVE	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – LOW DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis



<p>Low-density residential streets with their own private frontage/gardens and off-street car parking typically in suburban areas outside of the central areas of the city. These include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows in Colinton.</p> <p>Design for strategic streets will permit movements by all street users on an equal basis while secondary and local streets will prioritise pedestrian movements and play on streets. They will be simple streets. Trees will help improve the sense of enclosure on these streets.</p>	
STREET LAYOUT	Factsheet reference
<ul style="list-style-type: none"> BASIC 	
Minimum width of footway (N/A in shared space):	C1-1-b and C1-1-a
– Strategic streets: absolute min. 2m, generally 2.5, desirably wider than 2.5m	
- Local and secondary streets: absolute min. 2m, desirably wider than 2m.	
Maximise clear “walking zone” (absolute minimum:1.5m - only allowed in short sections)	
Minimise corner radii (maximum 6m for all street types, desirable max 3m for local and secondary streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) at least every 200m . Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for residents and visitors at strategic locations such as shops, libraries, etc.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets.	C4-3
Low density of short term parking and high density of long term parking.	
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
<ul style="list-style-type: none"> STANDARD 	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider full length shared space, if problems of footway parking.	
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS) , and consider connections to this network	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS eg bioretention, swales etc.	C5-2-a
<ul style="list-style-type: none"> INNOVATIVE 	
Clear width of carriageway:	C4-1-a
– Strategic and secondary streets: minimum 6m, min 6.5m for bus routes	
– Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control	
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
<ul style="list-style-type: none"> BASIC 	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in HRA. PCC paving at strategic locations or higher use locations eg shops, public building etc.	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
<ul style="list-style-type: none"> STANDARD 	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials i.e. Permeable paving	C5-2-a
FURNITURE/FEATURES	
<ul style="list-style-type: none"> BASIC 	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide low density seating and waste bins every 200m on strategic and secondary streets.	C1-5-a
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks.	C2-4
Provide bus shelter with seating at all stops and Bus Tracker at strategic and secondary streets only (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	

Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• STANDARD	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
Street furniture to form a family of materials and styles	C1-11
• INNOVATIVE	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – INDUSTRIAL EMPLOYMENT STREETS (STRATEGIC, SECONDARY AND LOCAL)

Design Emphasis

Public Transport	Pedestrians / Cycling	Place	General traffic	Loading	Parking
<p>Industrial employment streets will have very little frontage, and will typically be on the outskirts of towns, often in industrial estates or industry parks. Industrial streets will generally have a lower sense of place, will often have on-street parking, and will have a wider profile to accommodate service vehicles.</p> <p>Street design must meet the needs of service vehicles as well as people walking, cycling, and taking public transport, all in a constrained space.</p>					
STREET LAYOUT					Factsheet reference
<ul style="list-style-type: none"> BASIC 					
Minimum width of footway					C1-1-a
<ul style="list-style-type: none"> - Strategic and secondary streets: absolute min. 2m, general minimum 2.5m, desirable min 3m - Local streets: absolute min. 2m, desirable min 2.5m - Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections) 					
Corner radii- where possible, reduce to maximum 9m, consistent with the following: Vehicle tracking to ensure appropriate radii for required HGV manoeuvres Use of full width of minor roads to make turns is acceptable. Cars and light vans should be able to make turns at junctions with secondary roads without impinging onto opposing traffic. All vehicles should be able to make turns at junctions onto strategic roads without impinging onto opposing traffic					C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) at least every 100 on strategic, 50 m on secondary and local streets. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.					C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X crossings at junctions with heavy pedestrian use					C4-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading					
Remove obviously redundant footway crossovers. At existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.					C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team					C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions					C2-1
Provide cycle parking for visitors and commuters					C2-4
<ul style="list-style-type: none"> STANDARD 					
Strategic streets with higher pedestrian volumes, consider providing bus boarders where minimum clear footway width of 0.9m can't be obtained at bus stops (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop					C3-1-b and C-3-d and C2-1
On Strategic and secondary streets with significant bus frequency, consider bus lanes where queuing occurs					C3-1-e
<ul style="list-style-type: none"> INNOVATIVE 					
Clear width of carriage way: (all subject to vehicle tracking)					C4-1-a
<ul style="list-style-type: none"> - Strategic streets: min 6m, desirably 7.3m or more. - Secondary streets: min 6m, desirably 6.5m or more. - Local streets min 4.5m, desirably 6m. 					
Consider shared space at key locations, PT interchanges etc.					C1-3 (all f/s)
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)					C5-2-a
On strategic and secondary streets with significant bus frequency, consider bus lanes with parking/loading restrictions.					C3-1-e
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.					C4-1-f
FABRIC/MATERIALS					
<ul style="list-style-type: none"> BASIC 					
Footways HRA surfacing. PCC paving at special or higher use location e.g. frontages to shops, public buildings, etc.					C1-4-b
Contrasting grey tactile paving/ cycle warning paving					C1-4-c
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm.					C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. 40mph use DMRB. Alternatively PSV stone HRA can be used.					C4-5-a
Cycle lanes or shared cycle/pedestrian areas and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)					C3-3-a and C2-3-a
No centrelines on local 20mph streets					
Minimise road markings.					
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible					Trees in the City Action Plan
<ul style="list-style-type: none"> STANDARD 					
Consider natural materials for kerbs.					C1-4-d
Incorporate SUDS measures					
Bus stops- 125mm kerb upstand					C3-3-c
Consider retrofit SUDS materials i.e. Permeable paving					C5-2-a (Green Env / Flood Prevention / SUDS)
FURNITURE/FEATURES					
<ul style="list-style-type: none"> BASIC 					
Follow De-cluttering Assessment process					
Presumption against guardrail - Apply Guardrail Assessment Process					C1-9 -a
<ul style="list-style-type: none"> STANDARD 					
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc					C1-1-b and C1-1-a
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible					Trees in the City Action Plan Edinburgh Design Guidance
Provide wayfinding and directional signage. Locate them on walls/ boundaries and other street furniture					Contact CEC Planning Department for Wayfinding Guidance
Utility requirements (chambers replaced and removed if redundant)					
Poles set back generally 300mm from kerb					C1-1
Visitor/commuter cycle parking will be Sheffield stands or cycle hoops (or bespoke toast racks).					C2-4
<ul style="list-style-type: none"> INNOVATIVE 					
Provide bus shelter with seating at all stops and Bus Tracker at interchange points (check current furniture contract, shelter requirements, notice boards etc) - Contact PT officers					C3-4-a
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space					C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street					C1-11

DESIGN PRINCIPLES- World Heritage Site, Conservation Areas, Listed Buildings, Natural heritage and biodiversity designations

Key Principles

- Reinforce the character of the Place
- Seek to use traditional materials

These principles will be achieved by applying the following supplementary objectives:

- Innovative and creative solutions (artistic interventions)
- Create flexible spaces that allow a range of activities (future proof)
- Maintain the design philosophy of original scheme (especially with materials and details)
- Include facilities for events and city dressing etc

Edinburgh has a considerable number of areas that are specially protected. Edinburgh's network of streets pass through many of these protected areas which means that the choice of layout, the materials used and street furniture / features; such as street lighting; have to take into account the character and potential impact of any changes being made.

World Heritage Site (WHS) status is protected through the combination of its conservation area designation, the considerable number of listed buildings and natural environment designations.

Conservation areas have special architectural or historic interest. There are 49 in Edinburgh and details can be found in each report (link to CACA's).

The Council must protect these areas, and there are extra rules to control building work. Conservation area management plans include more information to help protect conservation areas. The two management plans are for the Leith and Inverleith conservation areas (include links).



Vennel Steps



George Street / Castle Street

Listed Buildings protect both the internal as well as the external features of the building. This will include features that interface with streets, such as outbuildings, boundary walls and features such as lighting, gateways and materials such as paving and settled surfaces. Listed buildings are afforded statutory protection which means that changes that take place that could affect its character as a building of architectural or historic interest are controlled.

Designed Landscapes, Tree Preservation Orders (TPO's) SSSI's LNR's etc protect special landscapes and areas of biodiversity. Changes to the landscape as well as the timing of work can be harmful to some habitats and species.

All of these specially protected places are mapped on the Council's GIS system and many are shown on the maps in the Local Development Plan for Edinburgh (include link)

The following Principles will apply :

- **Identify** constraints or requirements that may apply if you are within or adjacent to a designated place or feature (protect, retain, preserve and enhance etc)
- **retain and protect** historic/ natural features, with reference to:
 - natural stone paving or setts, kerbs and channels, mounting stones or lighting plinths, coal chutes, lighting columns, boundary walls, entrance stones, railings and original light fittings etc (link to paving the way and settled streets report at EWH)
 - areas of natural habitat, landscape and trees
 - vulnerable features/ species
- **Preserve and enhance** the character of the place, with reference to:
 - the setting to buildings, landscape , topography
 - use natural materials in the WHS and key streets in Conservation Areas
 - consider reproduction lighting (in the WHS or key locations) or conservation lighting
 - repair original lighting
 - repair settled streets or add new settled streets and features
 - replace railings/ gates and improve boundary treatments
 - historic information and interpretation / wayfinding
- **Respect and contribute to** local character - layout and overall design arrangement and detailing with reference to:
 - proportion
 - materials
 - recognisable street pattern, building, footway, road
- Careful consideration will need to be given to introducing new trees in the World Heritage Site and Conservation Areas, including the use of temporary planting measures.



Grassmarket

DESIGN PRINCIPLES - Squares and significant streets, key nodes / intersections and spaces around public buildings and attractions

These special locations tend to have 24 hour activity. Designs should take account of requirements for flexibility of use and night time lighting etc. These areas will have an overriding place function. They will provide a non-transport function, such as sitting or relaxing, although will sometimes feature priority routes for through movements by foot or bike.

Edinburgh has few urban squares and its public spaces are either gardens or significant streets.



St Andrew Square

Squares and **significant streets** have an important role in the city for events and activities and have pedestrian priority. It is important that squares are well connected with routes and have ground floor activity to maintain surveillance at all times of the day.

Key nodes / intersections often feature key buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and / or enhanced footway fabric treatments or detail.

Public Buildings and attractions will have high numbers of pedestrians. Often distinctive buildings, they will benefit from additional space around their entrances and facilities such as cycle parking and high quality/hard wearing footway fabric.

DESIGN PRINCIPLES - Streets fronting water (coastal or river) and important greenspaces (parks and gardens)

These places will also require special consideration, with careful choice of night time lighting, particularly for waterfront areas. Many of these areas will have a bespoke character and may also be protected, which will require appropriate use of street furniture to maintain the unique character of these areas.

Edinburgh has an extensive green network (parks, gardens and green corridors) and blue network, (rivers, canals and the waterfront).

Streets and Paths adjacent to these spaces should:

- respond to the character of the area with details and boundary treatments;
- ensure streets provide for pedestrian connectivity and access to these places at suitable locations



Fountainquay

DESIGN PRINCIPLES - FOOTPATHS

Footpaths between places, such as neighbourhood facilities and local transport services, should be safe and easy. Links should be direct, follow desire lines and avoid deviation to minimise distances travelled. This involves looking at safe and attractive access points into and through street blocks and to and from everyday activity destinations. Design should give special consideration to the young, old and those with disabilities. Common issues include people having to walk around 'three sides of a square' to get around road junctions or having to wait excessive lengths of time to cross roads using multi-staged, button-controlled, crossings.

Accessibility considerations:

- SURFACING: Cohesive/stable, level/ well-maintained (designed to accommodate wheeled users)
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- ACCESS: Free from barriers such as footway obstructions (parked cars, street furniture (signs, bins), overgrown foliage/vegetation)
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Shortcuts and gates to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct pedestrian crossing opportunities at junctions, roundabouts and across roads - to respect desire lines

Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV
- VISIBILITY: Overlooked, no blind corners/alleys
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Comfort considerations:

- DRAINAGE: Well drained and free of puddles in the wet
- CLEANLINESS: Free of litter, grime and criminal damage
- NUISANCE: Low perceived levels of noise and air pollution
- SEATING: Provision of regular seating opportunities

Information provision considerations:

- CONSPICUITY: Walking routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage (including destinations, distances in time, and symbols and pictures where appropriate)
- VISUAL CLUES: Use of landmarks, focal points or distinctive foliage

DESIGN PRINCIPLES - CYCLE PATHS

Cycle paths between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.



Accessibility considerations:

- **PROVISION:** Dedicated paths or shared paths with pedestrians
- **GRADIENT:** Free of abrupt changes (e.g. slopes, steps, kerbs) and as shallow as possible
- **WIDTH:** Adequate (e.g. 3m minimum for a shared-use path, at least 3.5m when adjacent to carriageway)
- **DIRECTNESS:** Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours. Routes unimpeded by "no cycling" regulations
- **CONTINUITY:** Continuous without gaps
- **PASSAGE:** Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- **CROSSINGS:** Well-designed, efficient/well-timed and direct cycle crossing opportunities
Toucan crossings allowing cyclists to cross roads mounted
- **SPEEDS:** Appropriate design speeds on dedicated/off-road cycle routes for a mix of riders (e.g. 8-20+mph)
- **SURFACING:** Cohesive/stable, level/well-maintained (including road margins)
- **PARKING:** Nearby off-site cycle parking and at local destinations (e.g. post office/ convenience store)
- **CONSPICUITY:** Cycling routes easy to find and follow
- **WAY-FINDING:** Presence of accurate, continuous, legible directional information/signage/milestones (including destinations, distances in time, and symbols and pictures where appropriate)

DESIGN PRINCIPLES - ATAP's Quiet Routes

Edinburgh is developing a network of [Quiet Routes](#) specifically aimed at broadening the appeal of cycling around the city. The routes seek to cater for the many people who do not feel comfortable cycling amongst any significant volume of motorised traffic. The routes do not conform to the general movement categorisation but require specific interventions, notably high quality facilities for cyclist on busier streets or any crossings of busier streets.

Streets and paths that are part of this network should be designed in consultation with the Council's Cycle Team. As a general guide, the following principles / standards will apply:

Local Streets

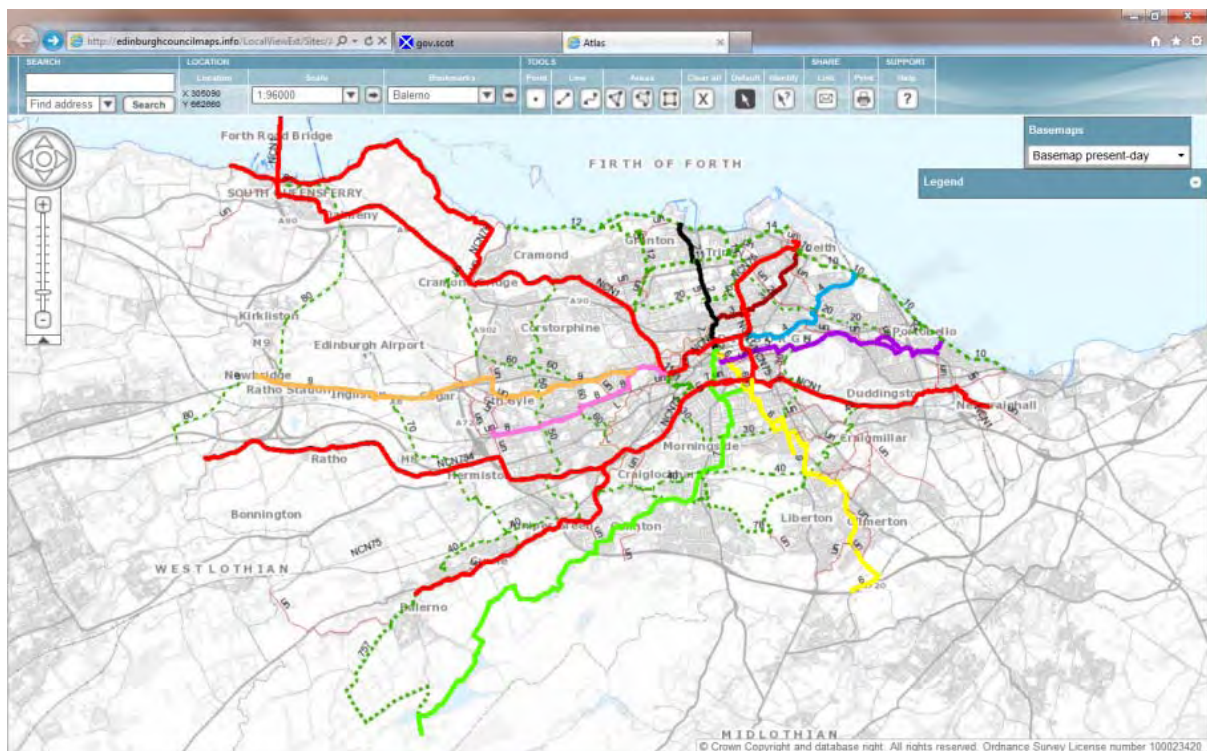
The emphasis will be on providing a high standard of safe crossings where these streets join or cross secondary or strategic streets.

Secondary Streets

Physically segregated cycle facilities (using kerb or similar) will generally be necessary.

Strategic Streets

Physically segregated cycle facilities (using kerb or similar) will always be necessary.



Map of ATAP Quiet Routes on CEC's map website
(<http://edinburghcouncilmaps.info/LocalViewExt/Sites/Atlas/>)

Frequently Asked Questions

How does this guidance relate to Designing Streets (DS)?

This Edinburgh Street Design Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered within this Guidance.

Is the approach in this guidance likely to increase more risk than conventional designs?

The guidance itself should help justify the use of the design approach it advocates, in addition to the use of the quality audit approach. This involves balancing new risks against benefits, for example reduced risk to vulnerable users can be balanced against increased risk to less vulnerable users.

The Council aims to create successful places with fewer and less serious road casualties. To do this, the Council sets a default design speed in residential areas as 20mph; recommends the use of tighter radii at junctions for cyclist safety and pedestrian crossing convenience; supports the use of innovative concepts to create psychological traffic calming; and aims to optimise the use of pedestrian guardrail and minimum the use of signs and markings. Further justification for the design principles within this guidance can be found in Designing Streets policy.

The guidance does not deal with a particular design issue – should I revert to DBRB instead?

For any layout issues on urban streets, no. The appropriate guidance suitable for urban streets layout should be available within this guidance, and Designing Streets makes it clear that DMRB should not be used in urban areas. There are however certain specific areas, for example in relation to bridges or roads which provide some form of structural support, where DMRB remains appropriate.

What about Safety and Safety Audits?

Safety audits, if appropriate, should not be carried out in isolation but as an integrated part of a quality audit that also checks the scheme's compliance with its objectives, and equalities legislation. The audit should identify safety risks and the scale of these risks in relation to the impact of reducing or eliminating the risk on safety and other scheme objectives. For example, whilst installation of guard railing may seem to eliminate the risk of someone unwittingly stepping off the footway into traffic, this benefit is likely to be outweighed in many locations by its negative impacts on pedestrian accessibility, safety of cyclists and streetscape/visual impact.

Do the Construction (Design and Management) Regulations 2015 (CDM) still apply?

Yes. CDM 2015 came into force on 6 April 2015, and encompasses the applicable law which applies to the whole construction process on all construction projects, from concept, through to completion, maintenance and eventual demolition. Designers must ensure that their designs comply with this legislation and that their respective duties are carried out.

What about Road Construction Consent (RCC) and Adoption?

Provision of roads for new developments is controlled and consented by the CEC authority through the Roads Construction Consent (RCC) process, governed by Section 21 of the Roads (Scotland) Act 1984. For the purposes of adoption, all streets are deemed to be roads under this Act. If the road is adopted, it will in the future be maintainable by CEC. In general terms, a full adoption plan is expected to be submitted by developers at the planning stage.

Will CEC adopt landscape features?

Maintenance arrangements for all planted areas should be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the road boundary will be required to comply with Sections 50 and 51 of the Roads (Scotland) Act 1984. Landscape features must be included on the roads adoptions plan.

What about SUDS features?

CEC will generally adopt SUDS features which are included, or intended to be included within adopted roads, or adopted landscape features. It is important for SUDS designers to engage with CEC drainage and RCC engineers at an early stage. 'SUDS for Roads' guidance contains expert advice for designers on this matter. Further information and guidance should be sought from the SUDS factsheet (C5-2).

What about private streets?

Where a developer wishes streets to remain privately maintained, conditions will be incorporated into the planning approval to require the developer to design, construct and to make arrangements for the future maintenance of the new streets to a standard acceptable to the authority and residents of the development. This agreement may still require the submission and approval of an RCC under the terms of Section 21 of the Act, and all roads serving more than 2 properties must be open for public access (i.e. not gated).

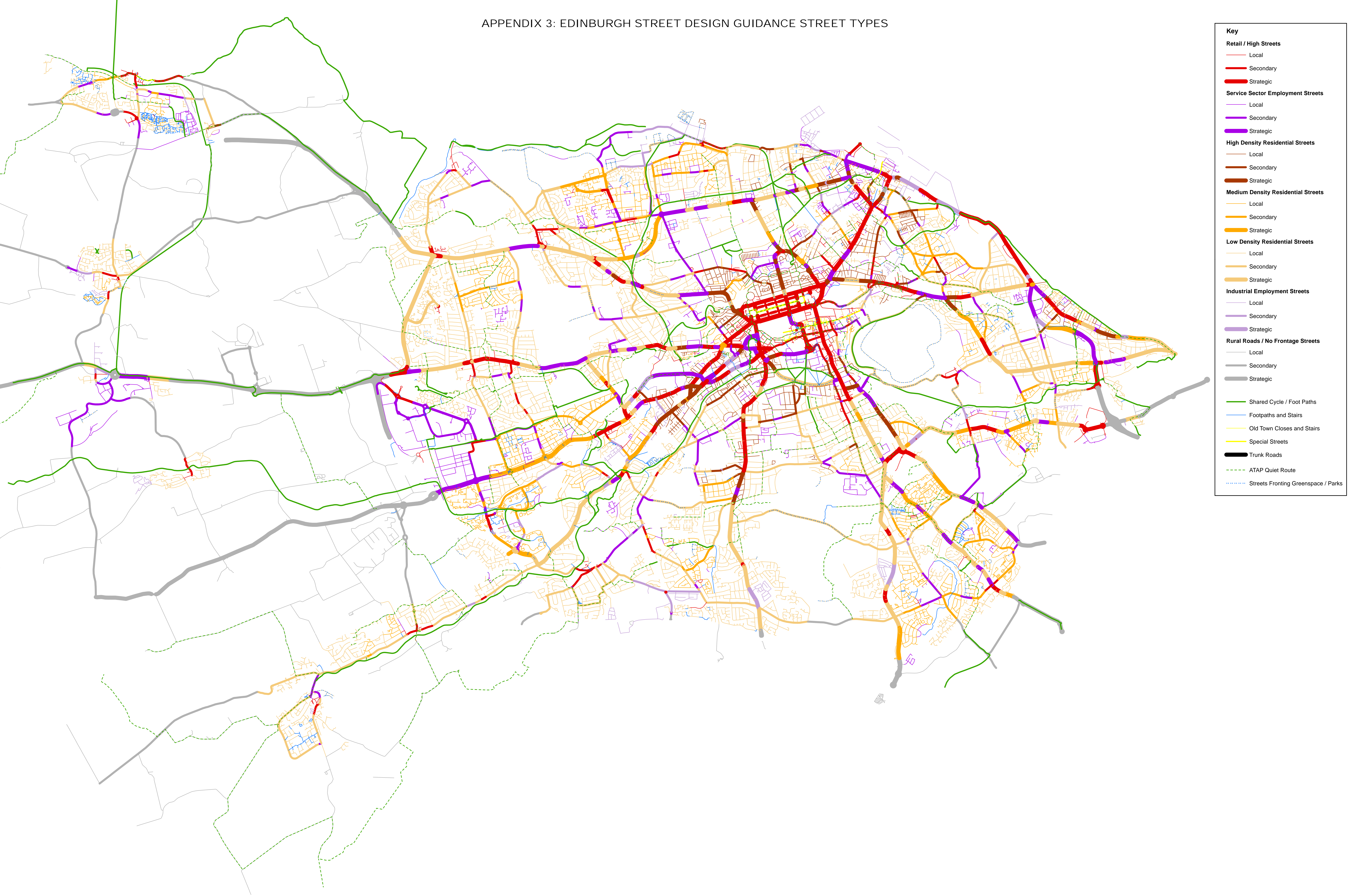
Will design and approval processes take longer?

More often than not, identifying and resolving conflicting interests/issues earlier in the design process based on the principles set out in this guidance could actually reduce the time for the approval and implementation stages of a scheme, as the guidance follows Scottish Government policies and principles, and the Council supports their use through this Guidance.

Where can I get further help/advice?

Further advice can be sought by sending an e-mail to the following:
street.design@edinburgh.gov.uk

APPENDIX 3: EDINBURGH STREET DESIGN GUIDANCE STREET TYPES



Key	
Retail / High Streets	
Local	Light red line
Secondary	Red line
Strategic	Dark red line
Service Sector Employment Streets	
Local	Light purple line
Secondary	Purple line
Strategic	Dark purple line
High Density Residential Streets	
Local	Light orange line
Secondary	Orange line
Strategic	Dark orange line
Medium Density Residential Streets	
Local	Light yellow line
Secondary	Yellow line
Strategic	Dark yellow line
Low Density Residential Streets	
Local	Lightest orange line
Secondary	Orange line
Strategic	Dark orange line
Industrial Employment Streets	
Local	Light blue line
Secondary	Blue line
Strategic	Dark blue line
Rural Roads / No Frontage Streets	
Local	Light grey line
Secondary	Grey line
Strategic	Dark grey line
Shared Cycle / Foot Paths	Green line
Footpaths and Stairs	Light blue line
Old Town Closes and Stairs	Yellow line
Special Streets	Yellow line
Trunk Roads	Thick black line
ATAP Quiet Route	Dashed green line
Streets Fronting Greenspace / Parks	Dotted blue line

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

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

Item number	7.14
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting of 13 January 2015, Committee considered a report on the progress made in developing the Council's Parking Action Plan.

Since January 2015, further investigatory and preparatory work has been undertaken, allowing the preparation of a draft Parking Action Plan. The purpose of this report is to present the draft Parking Action Plan to Committee and to seek authority to consult on the content of the draft Plan.

Links

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

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

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 approves the content of the draft Parking Action Plan; and
 - 1.1.3 approves the commencement of consultation with stakeholders on the proposals contained within the draft Parking Action Plan.

Background

- 2.1 In January 2014, the Council's Local Transport Strategy 2014-2019 (LTS) was approved by Committee. The LTS and the policies it contains are informed by extensive consultation and input from individual Action Plans.
- 2.2 The LTS contains 33 policies that relate to parking in Edinburgh. Many of these policies and their actions are drawn together into the draft Parking Action Plan (PAP) which provides a cohesive vision for parking in Edinburgh.
- 2.3 At its meeting of 3 June 2014, the Transport and Environment Committee approved a report on the PAP which included the recommendations that Committee:
 - 2.3.1 agrees to the commencement of the preparatory and investigatory work on the individual workstreams identified within the report; and
 - 2.3.2 requests that a report be submitted to Committee in January 2015 that will cover: shared use parking, visitor permits, the overall approach to charging, Sunday parking, extending controls to evenings and weekends and measures to manage demand for permits.
- 2.4 At its meeting of 13 January 2015, the Transport and Environment Committee approved an update report on the progress of the PAP, including recommendations that Committee:
 - 2.4.1 notes the content of this report; and

notes that the potential for introducing restrictions on Sundays, in advance of the measures that will be implemented as part of the PAP, will be investigated and a report submitted to Committee in two cycles.

2.5 This report:

- details the progress made since January 2015;
- presents Committee with a draft PAP;
- explains the next steps and the timescale for moving the PAP forward; and
- explains what work is to be undertaken in advance of a finalised version of the PAP being presented to Committee in January 2016.

Main report

- 3.1 The PAP is one of a suite of Action Plans covering key policy areas and is intended to deliver the objectives and policies of the Council's Local Transport Strategy (others cover Road Safety, Active Travel and Public Transport).
- 3.2 The PAP has evolved from the plan included within the 2007 LTS and then incorporated into the Strategy approved in January 2014. In short, the PAP continues the Council's balanced approach of seeking to use parking management to encourage safe, healthy and sustainable travel, to support the economy of the city centre and traditional town centres, while also protecting residents' ability to park close to their homes.
- 3.3 The most significant actions covered by the plan are the proposed citywide roll-out of shared use parking in the inner areas of the controlled parking zone, introduction of visitor permits in the same areas and extension of parking controls at weekends and in the evenings. The latter proposals are in response to major changes in the city's economy and hence the need to manage the road network on the days and at the times concerned. These and other key actions are summarised in slightly more detail in paragraph 3.13.
- 3.4 The PAP report in January 2015 explained that there were a number of distinct work packages that had been developed as a means of taking forward the various elements that were expected to form the basis of the PAP.
- 3.5 In preparing the draft PAP, a number of information gathering exercises were commissioned to help inform the process of determining which actions or approaches should be included.
- 3.6 Since January 2015, a range of surveys have been conducted across the city centre, extending through both the central and peripheral areas of the Controlled Parking Zone:
- Registration surveys conducted on key streets in the evenings and on Sundays.
 - Numerical surveys conducted in the evenings and on Sundays.

- Interview surveys conducted with car drivers on Sundays.
 - Interview surveys conducted with pedestrians on Sundays.
- 3.7 The data collected from each of the surveys has been used to help determine the proposals for evening and weekend/Sunday parking.
- 3.8 A series of internal workshops and regular meetings of the PAP Steering Group have assisted in determining the topics and actions to be included within the PAP.
- 3.9 On 14 May 2015, Transport officers, engaged in the preparation of the PAP, attended a meeting of the Transport Forum. After a brief presentation on the aims of the PAP, workshops were held to discuss three of the topics under consideration:
- Evening parking;
 - Sunday parking; and
 - Developing an overall approach to charging.
- 3.10 Discussion in the Transport Forum workshop sessions was generally supportive of extending parking controls in the evenings and on Sundays and of the benefit of a strategic approach to charging, whilst also commenting on potential impacts depending on the exact nature and timing of proposals.
- 3.11 Feedback received from the consultation and engagement exercises conducted in the preparation of the LTS have helped inform the process leading to the drafting of the PAP, as have the results of the Parking Satisfaction Survey, where residents and businesses across the Controlled Parking Zone (CPZ) had the opportunity to make their views known to the Council. Full details of the results of these consultative processes can be found within the respective reports (see background reading).
- 3.12 The data collection exercises, internal workshops and feedback from the Transport Forum have also informed the development of the draft PAP, which can be found in Appendix 1 to this report.

Summary of proposals

- 3.13 The draft PAP proposes a range of changes to parking in Edinburgh. The key proposals and their justifications are summarised below:
- 3.13.1 Widespread Rollout of Shared Use Parking: Shared use parking provides parking for permit holders and pay and display customers. Justification: This rollout will create additional parking opportunities as well as increasing parking flexibility throughout the city centre.
- 3.13.2 Introduction of Visitor Permits: Currently only available in the extended zones, this proposal would see Visitor Permits introduced across the entire CPZ.

Justification: This will help make city centre living more convenient for residents, helping to furthering a range of Council objectives.

- 3.13.3 Evening Parking: Extend the operational hours of Zones 1 to 6 and part of Zone 7 of the CPZ into the evenings. This area will cover the majority of the city centre; roughly from Coates in the west of the city and St Leonard's in the east to Stockbridge in the north and the Meadows in the south. See Appendix 2 for map.

Justification: Will protect permit holders from parking pressures that exist outwith the current hours of control.

- 3.13.4 Sunday/weekend Parking: Extend controls in Zones 1 to 6 and part of Zone 7 of the CPZ to operate on Sundays, subject to the same hours of control and the same parking charges that currently apply on other days of the week. Includes extending controls to include Saturdays in Zones 5, 5A, 6 and part of 7 (see Appendix 2).

Justification: Will improve road safety, assist public transport and improve conditions for pedestrians and other vulnerable road users. Will also improve accessibility to the city centre by encouraging turnover of parking and protect permit holders from parking pressures that exist outwith the current hours of control.

- 3.13.5 Pricing Strategy: Introduce a pricing strategy for pay and display and permit charges that will apply throughout the life of the PAP. In order to effectively manage parking throughout the CPZ, it is important that the Council manages demand through pricing and encourages users to consider their means of travel. Parking charges, along with maximum stay lengths, should be set at levels to discourage all day commuter parking whilst accommodating essential short to medium length trips and allowing turnover of spaces throughout the day. The link between vehicle emissions, permit prices and vehicle use is also considered to be a key element in managing demand. The pricing strategy will encourage people to choose more environmentally friendly vehicles and achieve the best results possible for the city. The pricing strategy will be developed through improved monitoring of pay and display usage and consideration of amendments to the existing permit bands.

Justification: To manage parking demand and to encourage residents to use more environmentally friendly vehicles.

- 3.13.6 Business, Retail and Trades Permits: Investigate the potential for a rationalisation of existing permits, and to consider the current pricing of permits in line with the wider strategy for permit pricing. Justification: To simplify the available permits and to manage demand.

- 3.13.7 Off-street Parking: Investigate, with private operators, the possibility of permit holding residents using off street facilities where there are significant on street pressures.

Justification: To ensure that residents who have paid for a parking permit have accessibility to as many parking places as possible.

Report to January Committee and Proposed Consultation

- 3.14 It is proposed to deliver a report with the finalised version of the PAP to the January meeting of this Committee. That report will detail the results of consultative exercises that are timetabled to commence immediately following consideration of this report.
- 3.15 If approved, consultations on the draft PAP will begin at the end of August 2015 and will run until the end of October 2015. The aim of these consultations will be to engage with the public, key stakeholders and other interested or affected parties to gather their views on the proposals within the plan. Full details of the planned consultations can be found in Appendix 3 to this report.

Measures of success

- 4.1 In order to assess the impact of the PAP against its objectives it is proposed to carry out a further Parking Satisfaction Survey shortly after implementation of the changes outlined in this report. This will consider impacts on the following groups:
- CPZ residents, both permit holders and non-permit holders;
 - Other permit holders (businesses, trades etc);
 - City centre businesses;
 - Non residents who park in the city centre; and
 - Other road users.
- 4.2 Successful outcomes will result from measuring improvements in customer perceptions of parking operations in Edinburgh, including, but not limited to:
- perception by city centre residents and their visitors that finding parking spaces is easier;
 - perception of fair and high quality of service by business/retail/trades permit users;
 - maintaining or improving perception of ease of parking in the city centre for visitors;

- perception that parking restrictions are helping to improve conditions for people with mobility impairments, pedestrians, cyclists and public transport users on main roads and in the city centre, particularly on Sundays;
 - maintaining or improving the perception of city centre businesses about parking as part of the Council's overall approach to transport; and
 - improved understanding of the permits that are available to businesses and retailers.
- 4.3 Another successful outcome, which could be achieved through demand management and pricing strategy, will be a more environmentally friendly residents' permit holder fleet.

Financial impact

- 5.1 The proposed consultation with stakeholders on the content of the PAP is anticipated to cost approximately £30,000. This cost will be met from within existing Parking Operations revenue budgets.
- 5.2 The new parking satisfaction survey mentioned in paragraph 4.1 is likely to cost around £20,000 in the 2016/17 or 17/18 financial years. Provision for this will be made in the Transport Strategic Planning budget.
- 5.3 The remaining recommendations contained within this report and within the draft PAP will result in no immediate financial implications to the Council. The report to Committee in January 2016, when Committee is asked to consider the finalised PAP, will include details of the full financial implications of each proposal within the PAP.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. A full assessment of the draft proposals contained within this report and within the draft PAP has been prepared. With the next stage in the process of adopting the PAP being detailed consultation, it is proposed that the current ERIA be considered as a live document that will be updated and amended as the process progresses.
- 7.2 It is considered that there are no equalities impacts arising directly from this report.

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.
- 8.2 It is anticipated that the finalised proposal for a pricing strategy, which may involve changes to the existing arrangements for permit charges, will have a positive impact on pollution and air quality within the city centre. Full details of those anticipated impacts will be described within the report to Committee in January 2016.

Consultation and engagement

- 9.1 Initial consultation has been carried out with the Transport Forum on the specific topics of evening parking, Sunday parking and pricing strategy.
- 9.2 It is proposed that, in preparation for the submission of the final version of the PAP to the January meeting of this Committee, a full consultative exercise will be carried out with a range of stakeholders. Full details of those consultative exercises can be found in Appendix 3 to this report.
- 9.3 Most of the potential changes that may arise from the PAP will require the processing of one or more traffic regulation orders (TROs). As is specified within the governing legislation, any changes made by TRO are subject to a full, statutory consultation process.
- 9.4 Given the nature of the likely changes and their implications, it is proposed that any arising TRO will include consultation with a wide range of stakeholders representing all parties likely to be affected.

Background reading/external references

Report to the Transport and Environment Committee of 13 January 2015 – “Delivering the LTS – Parking Action Plan Update” – item 7.3

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO19 – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 – Draft Parking Action Plan including Action List 2 – Map of controlled zones 3 – Consultation Plan



The Parking Action Plan

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Foreword

This draft Parking Action Plan sets out to support our wider transport strategy, achieve greater flexibility in parking controls, provide better information for our customers and to deliver best value for the Council and our customers. The plan prioritises the key actions for parking in our city which aim to make Edinburgh a better place to live.

Parking plays an important part in Edinburgh's overall transport strategy. Parking policy has a part to play in tackling congestion, improving safety, helping reduce car commuting, encouraging walking, cycling and public transport and reducing air pollution. Public parking has a role in supporting the city centre economy, while on-street residents' parking is important for many city centre dwellers. The Council's role in parking is to balance these different and sometimes competing objectives and demands.

The Council has been responsible for the enforcement of decriminalised parking regulations in the city since 1998. Since then we have also taken responsibility, from the Police, for the enforcement of Greenway restrictions, in 2007, and bus lane restrictions, in 2012.. This gives the Council significant scope to shape and influence Edinburgh's future travel habits for the better.

This draft Parking Action Plan includes a balanced range of actions. We aim to improve our service to city centre residents by introducing visitors' permits. We will roll out shared use parking much more widely, increasing the overall parking supply and its flexibility for residents and shoppers alike. We will review our business and retailer permits with a view to simplifying the system. We will put in place a new protocol to improve our communications about parking changes.

The plan includes pricing and marketing actions aimed at helping to balance parking supply and demand and also supporting the Council's strategy to reduce emissions.

The Council's parking strategy should take account of trends and changes in the city. This plan proposes some significant changes to the days and times of the operation of parking controls, including extending controls to Sundays and into the evenings. We want to hear your views on these proposals and on the plan as a whole.

David Lyon
Acting Head of Transport

Councillor Lesley Hinds
Convenor of Transport and Environment
Committee

Introduction

Edinburgh is a great place to live, work, study and visit. The city is home to over 480,000 people, innovative businesses, world renowned universities, two world heritage sites and hosts several cultural festivals. A thriving modern city built around an outstanding architectural heritage brings many benefits but is not without its challenges. Edinburgh has mixed old with new successfully over the years and the aim of the Parking Action Plan is to help develop a modern, more sustainable transport system around the heart of its historic city centre.

To steer this development and ensure our transport strategy supports wider Council policies, the Transport 2030 Vision guides the long-term development of transport services in Edinburgh over the next 20 years.



**Road Maintenance and Renewals Action Plan*

‘By 2030, Edinburgh’s transport system will be one of the greenest, healthiest and most accessible in northern Europe.’

Transport 2030 Vision

The Vision is an ambitious plan for the future of transport in Edinburgh. It challenges us to think creatively and be innovative to deliver its nine outcomes.

To be:

- Environmentally friendly
- Healthy
- Accessible and connected
- Smart and efficient
- Well planned, physically accessible and sustainable
- Safe, secure and comfortable
- Inclusive and integrated
- Customer focused and innovative
- Responsibly and effectively managed.

The Vision sits above the Local Transport Strategy 2014-19 (LTS) which contains more detailed policies and actions to achieve the stated outcomes up to and beyond 2030.

‘Parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.’

Local Transport Strategy 2014-19

The LTS sets out the Council’s parking strategy which aims to balance the needs of residents, businesses, pedestrians, cyclists and public transport users whilst discouraging commuter parking.

Objectives

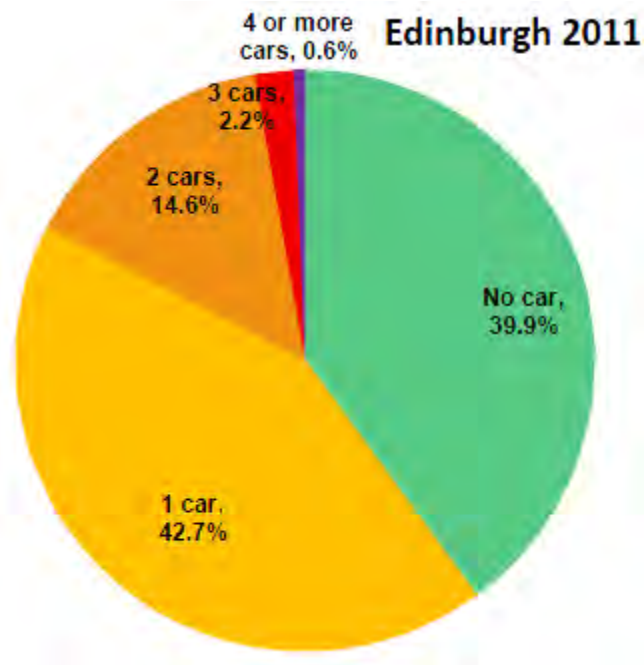
The Local Transport Strategy includes 8 objectives for parking. These are set out in the table below, which also briefly summarises how parking and loading can help address each objective. An additional objective relating specifically to customer service is also listed. This plan sets out a package of measures aimed at working towards these objectives

	Parking Objectives	Summary of how parking and loading actions can contribute to objective
Local Transport Strategy Parking Objectives	To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.	<ul style="list-style-type: none"> • <i>Ensuring sufficient parking and loading opportunities are available to support businesses</i> • <i>Restrictions to support pedestrian activity and sustainable transport access</i>
	To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.	<ul style="list-style-type: none"> • <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users</i> • <i>Controlling parking supply in new developments through the planning process</i>
	To minimise the negative impacts of parking on streetscape and on public and private space in new developments.	<ul style="list-style-type: none"> • <i>Parking restrictions to enhance public space, protect surfaces from vehicle damage and support pedestrian activity</i> • <i>Controlling parking supply in new developments through the planning process</i>
	To improve road safety and reduce congestion and pollution.	<ul style="list-style-type: none"> • <i>Managing parking helps people cross the road safely, keeps pavements clear and encourages more people to cycle. Parking restrictions can be especially helpful to vulnerable road users such as wheelchair users and children who cannot be seen from behind parked cars</i> • <i>Parking restrictions on main roads help keep all forms of traffic moving</i>
	To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.	<ul style="list-style-type: none"> • <i>Using parking and loading restrictions to protect crossing points, bus stops, bus lanes, other bus routes and cycle lanes</i>
	To protect and, where possible, enhance residents' ability to park and load close to their homes.	<ul style="list-style-type: none"> • <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users..</i>
	To protect and, where possible, enhance the parking and loading needs of businesses, trades people, carers and visitors.	<ul style="list-style-type: none"> • <i>Use of restrictions to manage parking and loading</i> • <i>Parking permits for businesses and trades people.</i> • <i>Extra visitor permit allowances for carers</i>
	To facilitate the operation and expansion of Car Clubs.	<ul style="list-style-type: none"> • <i>Allocating specific parking bays and allowing access to permit holder bays in order to help car clubs expand so reducing overall car ownership and therefore parking pressure</i>
New	To improve the performance of and public perception of parking management in Edinburgh	<ul style="list-style-type: none"> • <i>Continuing to update the parking service, using new information and adopting new payment channels</i> • <i>Better communication, allowing all road users to better understand parking controls and their value</i>

Travel Statistics

Car Ownership

The 2011 Census found that the percentage of households in Edinburgh without a car was 39.9% which is well above the Scottish average of 34% of households without a car.



CEC, Transport and Travel, 2011 Census Data

Travel to Work

Edinburgh was the only Scottish local authority to see a fall, of more than 3%, since the 2001 Census, in the proportion of people driving to work.

Other results demonstrating the evolving nature of travel in Edinburgh between 2001 and 2011 include:

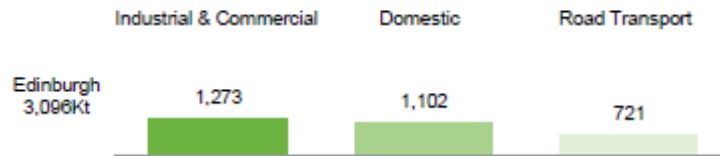
- Increased bus travel - to the highest percentage in Scotland
- Train travel continued to rise
- Cycling accounted for nearly 5% of all journeys to work, well above the national average of 1.6%
- 18% of people walked to work, the joint highest proportion in Scotland
- More than 22,000 people work from home reducing their need to travel.

Mode	Percentage (%)
Car driver	41
Bus/Coach	28.6
On foot	18.2
Bicycle	4.8
Car passenger	3.5
Train	2.1
Motorcycle	0.5
Taxi	0.4
Other	0.8

These figures, which continue to develop positively, suggest that the importance of car ownership is decreasing and that there is a shift to more sustainable forms of transport, particularly for journeys to work. The Council supports the continued growth of these trends and will use parking management as a tool to sustain and foster these changes.

Environment

Road transport is an important part of our daily lives but it has negative impacts not always borne by the user, such as accounting for 23% of all the carbon dioxide (CO₂) produced in Edinburgh (*Department of Energy & Climate Change*).



The sector also produces other harmful emissions which hampers our efforts to tackle climate change, contributes to poor air quality and can cause severe health problems.

Edinburgh has five Air Quality Management Areas each of which contains a major traffic corridor reflecting the strong link between road transport and poor air quality and the need to protect the travelling public from harmful pollutants. Parking controls play a key part in encouraging changes in travel behaviour which support the environment.

Road Safety

Since the mid 1970s the numbers of fatal and serious accidents on Scotland's roads have fallen considerably with the numbers of slight accidents remaining relatively constant. The Scottish Government regard road safety as a top priority and has set challenging targets for further road safety improvements by 2020.

The latest information available indicates that during 2013 there were 1,368 casualties as a result of road traffic collisions on Edinburgh's roads. Of these, eight people died, 130 were seriously injured and 1,230 were injured slightly.

The data also shows that vulnerable road users including pedestrians, cyclists and motorcyclists, make up 45% of all casualties and 75% of fatalities.

We strive to constantly improve road safety and the continued enforcement of parking controls helps to protect vulnerable road users and reduce the number of people injured or killed on Edinburgh's roads. Parking management prevents inconsiderate parking around junctions which improves sight-lines for pedestrians and motorists and protects children who cannot be seen behind parked vehicles.

To improve road safety we should; prevent parking at junctions, crossing points and school keep clear areas to improve sightlines, take appropriate action against footway and double parking, keep cycle lanes clear to protect cyclists and encourage more people to cycle.

Parking Enforcement

The number of parking tickets issued in Edinburgh has fallen over past five years while the income received from parking charges has increased. This suggests that there is greater compliance with the parking regulations which helps to achieve our road safety goals.

LTS Outcomes

The LTS identified a number of indicators which the Council should work toward to achieve the 2030 Vision. The key outcomes the Parking Action Plan aims to accomplish are to;

- Reduce greenhouse gas emissions for road transport in Edinburgh
- Reduce the levels of motor traffic within the city
- Improve customer satisfaction with streets, buildings and public spaces
- Improve satisfaction with access to public transport
- Reduce the number of killed or seriously injured casualties on Edinburgh's roads
- Improve accessibility for those with no access to a car.
- Level of satisfaction with Transport Service.

Main Issues

The Parking Action Plan is strongly linked with overarching transport policy, parking objectives and travel statistics. They have informed the development of a package of proposals to improve parking management and contribute to a future transport system that is safe, healthy and sustainable.

The plan considers the main transport issues and parking problems facing the city today and outlines the intended approach to resolve these issues.

Many residents find it difficult to park near their homes so making the parking restrictions more flexible with the introduction of shared use parking places will improve conditions for permit holders.

Shopping on Sundays in the city centre has become the norm which makes the day busier than it was before the CPZ was introduced. Similarly, evenings offer entertainment activities attracting significant numbers of visitors.

The lack of parking restrictions on Sundays and in the evenings results in congestion, delays to public transport and poor conditions for cyclists and pedestrians. To ensure Edinburgh remains a safe and pleasant place at all times, the operating hours of the parking restrictions will be reviewed.

The proposals aim to achieve a balance between improving accessibility for essential car journeys while making sustainable travel more appealing. This will necessitate developing a comprehensive parking pricing strategy to better manage demands. The following information will set out the necessary actions to achieve our objectives and the reasons for them.

Key Priorities

The core objective of the Parking Action Plan is to:

Improve parking management in the city while continuing to support the development of walking, cycling and public transport links as everyday travel options in Edinburgh

The plan will seek to work towards its core objective by:

- introducing shared use parking places which can be used by permit holders and pay-and-display users, to increase accessibility to parking places and the flexibility of the parking controls;
- extending the operating hours of parking restrictions in the evenings and at weekends to tackle demand; and
- developing a parking pricing strategy to manage demand and encourage people to consider their travel options and reduce private car dependency.

The plan sets out actions over three timescales:

- Short term (2015 -2017)
- Medium term (2018 – 2020)
- Long term (2021 – 2025)

Information and Communications

Finding a parking space and purchasing the right amount of time in Edinburgh is often perceived as a difficult task. Many people first attempt to park on major shopping streets such as George Street when they visit the city centre. When all the spaces are occupied this can give the impression that parking is difficult even though there can be spaces available a few streets away.

Action 1: [Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on street and off street parking places.](#)

Parking can be a quick and easy task and there are a range of options available for visitors to use when coming to the city, whether this is parking on street, using an off street car park or parking out of town at a Park and Ride site.

Not everyone shopping or doing business in the city centre arrives by car but, to protect the economic vitality of the city and ensure people know that Edinburgh is open for business, better information on where they can park quickly will be publicised.

Action 2: [Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.](#)

To further strengthen a positive perception of parking in Edinburgh an enforcement protocol will be produced to explain why parking tickets are issued for each contravention of the regulations. This will help demonstrate that enforcement of the parking regulations is fair, consistent and transparent.

Action 3: [Establish a communications protocol to better inform people about changes to parking.](#)

These are important commitments and they need to be communicated to the public coherently. A communications protocol will be established to manage our interactions with the public and ensure that people receive the information they need, when they need it.

This will include consultations on future improvements to parking controls through amendments to traffic regulation orders and ensure that they are done in Plain English where possible

Action 4: [Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.](#)

In 2013, a parking satisfaction survey was conducted to evaluate our customers' perception of the service and to collect suggestions on what we could do better. This was a worthwhile action and we will continue this conversation with customers in the coming years.

Action 5: [Publish financial and statistical information online annually demonstrating openness and commitment to customer service](#)

There is a high level of interest in parking in Edinburgh and to remain open and transparent we will continue to publish frequently requested financial and statistical data on the Council's website. This avoids customers having to submit written requests and demonstrates our commitment to provide excellent customer service.

On Street Parking

Car travel is an important part of many people's everyday lives and there are many competing demands on the limited parking space available in the city centre. Building on the objectives of the LTS, the Parking Action Plan aims to make parking easier for essential car journeys as well as promote alternative, more sustainable travel options where possible and to deter commuter parking.

The following section discusses the available options and actions that will be considered to improve on street parking in Edinburgh.

Sundays and Weekends

Parking controls in the city centre have remained largely unchanged since their introduction in the early 1970s, a time before Sunday trading, on street events and entertainment activities became widespread which has made Sundays much busier than they were before parking restrictions were introduced.

Today, Sundays experience a similar level of activity to Saturdays but with far fewer parking controls. This results in a range of problems which are, in essence, the reason why parking controls are in place on weekdays:

- congestion on main roads caused by kerbspace being heavily occupied by parked cars, with consequent delays to public transport and general traffic
- increased difficulty for pedestrians crossing roads
- significantly increased difficulty for people with mobility impairments, both those who rely on public transport (access to bus stops is often impeded) and car users (a blue badge confers no meaningful advantage when parking is unrestricted and available spaces are far fewer)
- significantly worse conditions for cycling, with almost all on-road cycle facilities rendered useless by parked cars

- free parking on a first come first served basis means that people commuting by car, for example to work in city centre shops, can occupy street space that could be more effectively used by visitors/customers
- No reserved space for residents

To investigate these issues, an on-street parking survey collected data on the numbers of vehicles parked in key locations and their duration of stay to indicate where demand is greatest and whether parked vehicles are likely to belong to residents, visitors or commuters.

A questionnaire also collected qualitative data from motorists parking on Sundays and asked them to give their reasons for visiting the city centre by car and the extent to which free parking played a role in their decision. The results from these investigations suggest that:

- Nearly four thousand vehicles park on main traffic routes on Sundays
- Vehicles tend to park for longer periods on Sundays than allowed by the maximum stay periods during the week
- There is less turnover of spaces and many streets have higher occupancy rates
- Demand is greatest in areas near to major shops
- Residents find it difficult to park in their streets
- The majority of drivers visited the city centre for shopping. However for example on Sunday afternoon just under half of all parking spaces on George St were occupied by cars that surveys suggested belonged to residents or employees rather than shoppers or other visitors.

Controlled parking zones 5 and 6, and part of 7, which are close to the core of the centre to its north and SE, currently do not have parking controls on a Saturday. This is an anomaly compared with very similar areas to the South of the centre.

Action 6: Introduce Sunday parking controls, including yellow lines on main public transport corridors, and public parking charges, as well as extending the restricted hours of residents' parking places.

Consultation carried out for the Local Transport Strategy raised equity and equalities issues should parking controls be introduced on Sunday mornings. Concerns have been raised that Sunday parking restrictions may have an adverse impact on people attending Church services. However, these concerns need to be balanced against the potential benefits of controls and the fact that religious services held on other days do not attract any dispensation from parking regulations.

It is proposed to introduce 7 day controls in zones 1 to 6 and the part of zone 7 N of Bernard street operating over consistent hours. In addition Sunday controls would be introduced on main roads over a wider area. In summary, this proposal is intended to address the problems for all road users outlined above, by extending controls on parking similar to those operating on weekdays to 7 days a week. The key reason for proposing the same times and parking charges is simplicity and ease of understanding, reducing potential for confusion as to when restrictions apply. This simplicity will also allow for signing no more intrusive than used at present (different Sunday hours would require larger signs).

Sunday bus services are mainly at a lower level than on other days. If parking controls were introduced, it would be desirable that this situation be changed. The introduction of parking controls is likely to help bus operations and potentially enable service improvements. This potential will be actively encouraged by the Council in the run up to introduction of any controls.

Evening Controls

It is not only on Sundays when the lack of parking controls can reduce the ability of residents to park near their homes, prevent pedestrians from crossing the road safely or where inconsiderate parking affects cyclists and public transport users.

The parking satisfaction survey revealed that many residents had problems parking outside their homes in the evenings and the Parking Action Plan aims to re-dress this imbalance by extending the hours of the parking controls further into the evening, protecting residents' parking places for residents and allowing better accessibility to shared use parking places.

Action 7: Extend evening parking restrictions in the city centre, at the same time as Sunday restrictions, to improve accessibility for residents while encouraging walking, cycling and public transport use in the evenings.

Extending parking controls later into the evenings, enhances the opportunity for permit holders to park closer to their homes by protecting places from other motorists. As a result, more residents may choose to buy a permit. This will help tackle congestion and pollution, as residents are encouraged to use more environmentally friendly vehicles to benefit from a cheaper permit price. Since our permit pricing policy is based on a vehicle's engine size or CO₂ emissions.

Evening parking controls may also encourage visitors to travel to the city on foot, by bike or by public transport. Reducing the number of cars driving and parking in the city centre will protect crossing points, improve sight-lines at junctions and ease traffic flow on main routes.

Shared use Parking Places

In many areas of the city centre the residential permit scheme is currently oversubscribed with the number of parking permits issued outstripping the available parking places. One of the main actions within this plan is to introduce shared use parking places to improve the flexibility of the controls and provide motorists with greater parking choices.

Action 8: Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.

Shared use parking places can be used by residents' permit holders, disabled persons' blue badge holders and visitors after paying for their parking time. This offers a more efficient use of limited kerbside space and should improve parking opportunities and accessibility for all road users.

It will also help to improve the perception of parking and reduce uncertainty for visitors. It is expected this will result in a reduction of circulating traffic looking for a parking space which adds to congestion and pollution.

There are other benefits too, creating longer shared use parking places, as opposed to separate permit and public places, will improve the streetscape

by reducing street furniture such as the number of signs and poles required. Furthermore, we will not use on road text for shared use places, which are currently used for permit holders only places, so there will be less of a visual impact on our streets, important in the World Heritage Site.

Shared use parking places have proven to be very successful in the extended zones, as residents enjoy the flexibility the controls offer. Many permit holders in the central and peripheral zones have requested similar conditions in their streets and such places will be introduced alongside the changes to evening and weekend controls to reduce inconvenience to residents.

Parking Pricing Strategy

In order to effectively manage parking throughout the CPZ, it is important that the Council's approach encourages users to consider their means of travel and the primary demand management tool involved is the price of parking. Therefore, it is proposed to develop a parking pricing strategy to consider the impact of all parking related charges.

Action 9: Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will include but not limited to:

- Nine hour parking places
- Residents' permits and pricing structure
- Visitors' permits and operation
- Charges for credit card payments
- Heavy vehicle charge

As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.

Parking charges, along with maximum stay lengths, are set at levels which can accommodate essential short to medium length trips and allow for turnover of spaces throughout the day but discourage and prevent all-day commuter parking on street in the city centre.

We are introducing new IT systems to more effectively monitor parking patterns, utilisation and demands which will enable prices to be set more effectively in smaller areas, rather than across broad zones as is currently the case.

There is presently an oversubscription of residents' parking permits compared to spaces available in many city centre zones and steps need to be taken to address this, such as introducing shared use parking places. However, permit prices must also be considered as a means of managing demand.

Furthermore, since the introduction of Park Green in 2010 residents permits have been linked to the CO₂ emissions (or engine size) of a vehicle to encourage residents to purchase more environmentally-friendly vehicles and improve air quality in the city. Monitoring has revealed that Park Green has supported changes to the permit holder fleet ensuring Edinburgh remains in line with national trends where motorists are making ever more environmentally friendly vehicle choices.

The link between vehicle emissions, permit prices and vehicle use is considered to be a key element in managing demand. The pricing strategy will review our approach to ensure that we encourage people to choose more environmentally friendly vehicles and achieve the best results possible for the city.

While pay and display charges and residents permit prices have increased, the same increases have not been applied to visitors', trades', retailers', business or health care workers' parking permits. It is equally important to manage demand for these permits using price as a tool.

Another important part of pricing policy regards the opportunity for motorists to park for up to nine hours in some areas of the extended zones. Nine hour parking places were initially introduced as a means of mitigating the impact on businesses of the introduction of the extended zones.

However, as permits for businesses, retailers' and trades' have been introduced the role of nine hour parking places has changed to cater for

other users, including key shift workers who do not always have access to the same level of public transport services as others.

They also provide a means to help balance parking pressures close to the boundary between full Controlled Parking Zone restrictions and those in Priority Parking Areas and in uncontrolled streets outwith the CPZ where commuters are free to park without restriction.

The current pricing of these bays involves a flat rate for stays of 3 hours or more, and could be seen to be encouraging commuting by car. Currently many of these bays have very high occupation rates and it is considered that a review of the charging regime is justified. Alongside this it may be appropriate to review the location and number of the bays.

Car Sharing

For many residents, research suggests that their cars will spend around 90% of their time parked by the side of the road. This is a poor use of public spaces and for most residents is a considerable expense for the limited amount of time that they will use their vehicle.

A good approach to reduce the number of vehicles on our roads and save people money is the promotion and use of car sharing through car clubs. It has been estimated that one car club vehicle could remove twenty-five vehicles from our roads. This helps to reduce congestion, makes better use of public spaces and can dramatically cut the cost of motoring for individual residents.

The Council supports the introduction of car club vehicles at new housing developments around the city to demonstrate to residents that they can have access to a car when they need it without having to own one.

Action 10: Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.

We are committed to further reduce perceived barriers to using car clubs. Users already pay for the hire of the vehicle and additional parking charges within the CPZ may discourage some people from joining the scheme.

Removing this potential financial barrier may help to make car sharing more attractive and allow others to give up their vehicles.

As part of the tender process for the car club operator we will address this issue and we will also introduce a Car Club parking permit to ensure that only car club vehicles can park in designated car sharing parking places.



Parking at Local Shops

Local shopping precincts and village centres are the focal point for communities. They support local jobs and provide places for people to congregate, enjoy and interact with others. In addition, they can reduce car dependency and the need to travel if people can buy essential goods on their doorstep. Good access to shops and amenities can support older people or those with mobility impairments to live in their own homes for longer.

All-day parking at such locations can deter motorists from stopping and supporting local businesses. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and children crossing the road.

Action 11: [Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to help protect short-stay parking opportunities for passing trade.](#)

Should local communities request restrictions to help tackle such problems we will have a process in place to ensure that relevant parties are consulted, agreement is reached and restrictions are prioritised appropriately.

Action 12: [Introduce methods for better managing parking in limited waiting parking places that lie within the CPZ to enable effective enforcement, ensure the turnover of spaces and to address problems with commuting.](#)

Along many main traffic routes and Greenway lanes, limited waiting parking places are provided which are problematic to enforce and do not offer an effective parking management solution. This leads to all-day parking and potential commuting in many areas with fewer opportunities for short-term parking.

Furthermore, some of these parking places lie within the CPZ and it is inconsistent that one parking place is charged while another one is free.

The introduction of methods to allow for better management of parking in such locations will be considered further as part of the parking price strategy review.



Action 13: [Trial the introduction of parking charges in Greenways parking places with a cashless only service and roll out elsewhere if successful.](#)

Should charges be implemented there is the potential to introduce payment only by our cashless service provider. More than one third of all pay and display transactions are now cashless and this has additional benefits of reducing street clutter, maintenance problems and cash collection costs. Some London boroughs have already moved to cashless only payments for on street parking while other cities in the UK have introduced cashless options.

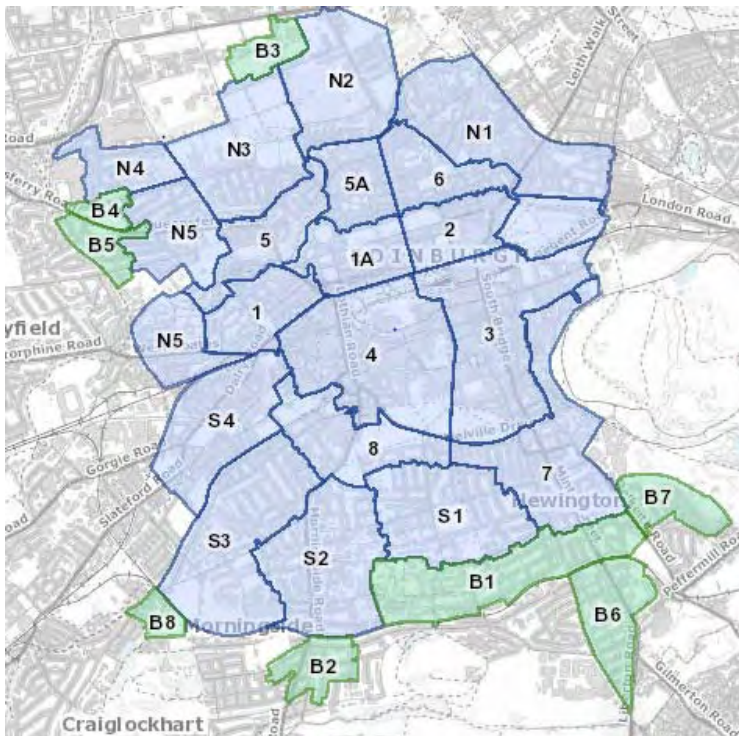
However, a major consideration of this approach is to minimise the extent to which this may impact on equalities groups. Therefore, a pilot will be undertaken to identify and resolve any issues that may arise before any proposals to roll out this approach across the city are considered.

There are streets where use of ticket machines may continue, such as in the city centre or outside schools and hospitals. We will seek to keep these machines to ensure ease of access and remove the ones that are only used infrequently taking up space on the footway.

Controlled Parking Zones and Priority Parking Areas

The Council introduced the original Controlled Parking Zones (CPZ) in the 1970s to manage commuter parking pressures in the city centre and to protect parking opportunities for residents and visitors.

The CPZ was extended with further zones to the north and south from 2006 onwards and more recently Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ.



The above map indicates the locations of the CPZ and Priority Parking Areas in Edinburgh. Many of the proposed actions regard this area, however, parking controls apply across the city and the consistent enforcement of these regulations is equally important to successfully achieving the objectives of the plan.

To ensure the effective running of parking controls, road markings and signs need to be maintained to a high standard. This allows motorists to have a clear understanding of the regulations and for restrictions to be correctly enforced.

Action 14: Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that these high standards are maintained in the future.

A condition of the new parking enforcement contract is for our contractor to complete a full review of all parking related lines and signs throughout the city to identify any faults, ensure that they are repaired and then appropriately maintained to a high standard. Maintenance of parking related lines and signs will be measured through a closely monitored key performance indicator.

To ensure that this aim is achieved and that the Council receives best value from the contract, a significant role for the contract management team is to monitor the key performance indicators and maintain good working relationships with the contractor.

Action 15: Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.

The current CPZ and Priority Parking Areas help residents to park closer to their homes and are very successful at improving accessibility for visitors, trades persons and disabled people. Therefore, in streets with evident parking problems there are frequent requests for new parking controls to be introduced.

Where such controls are being considered, Priority Parking should be the preferred approach as it is a low-cost option, makes good use of limited kerbside space and reduces the likelihood of parking problems moving to other areas.

However, CPZ could remain an option where there is a need to accommodate numerous demands or a large amount of short-term parking is required, such as around significant local shopping neighbourhoods, and the costs of implementation can be funded by projected future income.

To help consider such requests in a more formal manner, a protocol will be established to ensure that all relevant factors are taken into account. This will allow areas to be compared on a number of standard measures, will inform decisions on the most appropriate solution and prioritise areas for consideration.

Action 16: Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.

We will ask residents around existing Tram stops whether they are experiencing any parking problems as a result of commuters using the Tram service and if they would like the Council to take action to tackle these problems.

That may include the introduction of restrictions, such as yellow lines, to address traffic management and road safety issues, or potentially the introduction of parking controls should commuter parking problems be more prevalent. However, should residents consider that there are no parking problems to address then it is not our intention to introduce controls in these areas.

Action 17: Continue to update traffic orders to prevent residents of car free developments within the CPZ from obtaining parking permits when they are not entitled to them.

To support inward investment and sustainable development within Edinburgh, new housing projects in the city centre can be approved on a car free basis. This is where homes are provided without car parking facilities and it is anticipated that residents will not need a car as they are close to the city centre with good public transport links nearby.

The aim of car free development is to secure new homes and facilities where they are needed whilst reducing the environmental impact of the trips that they produce. Residents of such homes are not entitled to apply for residents' parking permits and traffic orders need to be updated to include these new properties.

In addition, many properties which have been refurbished, sub-divided or been granted a change of use for residential housing have planning permission approved on the understanding that parking permits, for on street parking places enforced by the Council, will not be issued to all residents.

Action 18: Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.

Similar to residents of car free developments, there are some privately controlled roads within the CPZ and it is not considered that such residents should be permitted to apply for permits to park in residents' parking places. Many residents have their own parking areas on these roads or there are restrictions on others from using them.

On street parking places are available to resident permit holders on the basis that everyone has an equal chance of finding a parking place in their street. Those with parking facilities on private roads should not restrict parking opportunities for other residents who do not have the same benefits.

Action 19: Establish a process for members of the public to request Electric Vehicle charging point parking places.

With the growth in use of electric vehicles on our roads, the Council will consider requests for private electric vehicle charging points on public roads. A set of criteria will be developed to evaluate such requests and ensure they can be properly enforced.

Parking Permits

With the introduction of shared use parking places within the central and peripheral CPZs greatly improving the flexibility of controls, there will be the potential to introduce visitors' permits in these areas. Without the enhanced flexibility, offered by shared user parking places, it was not previously considered appropriate to introduce a further demand on the limited space when permits were oversubscribed.

Action 20: [Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.](#)

The introduction of visitors' parking permits is frequently requested by city centre residents. They allow visitors to park at a lower cost than the adjacent pay and display charges and can offer longer stay periods than permitted by public parking places. This can be very useful for trades people working in properties or for residents who may only need to use a vehicle occasionally, but need to park it nearby.

Similar to the terms in the extended zones, disabled persons' blue badge holders will be able to apply for more than the normal allowance of visitors' permits and at half the standard price for one.



Action 21: [Review on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.](#)

Dedicated motorcycle only parking places in the city centre and residents' parking permits are currently free of charge for motorcycles. Motorcycles can also park free of charge in all shared use and public parking places in the extended zones. This charging policy resulted from concerns about the possible loss of pay and display vouchers and permits.

With the success of virtual parking permits, which has potential to be rolled out to all vehicles in the future, and the popularity of our cashless parking service, the grounds for retaining free parking for motorcycles are diminished.

When compared to cars there are environmental benefits in using powered two wheelers, however there is less of a case when compared to public transport, cycling and walking.

The parking pricing strategy review provides the opportunity to investigate this matter further and open discussion with interested groups to examine all the issues in greater detail.



Action 22: [Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.](#)

With changes being made to the eligibility criteria for residents permits in new housing developments, there is also an opportunity to review the conditions for all parking permits within the traffic order. This will allow potential changes to be made as part of the same process and ensure that only those residents who are entitled to a parking permit receive one.

Off Street Parking

Off street car parks are an integral part of the parking opportunities available in Edinburgh. They improve perceptions of accessibility, remove parked vehicles from the road and enhance our streets for pedestrians, cyclists and public transport users.

Action 23: Discuss with off street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.

The Council does not operate any off street car parks in the city, but they could be used to improve parking opportunities for residents where there are considerable parking pressures. The introduction of shared use places will address many demand issues but there are locations where only a small number of additional places can be created.

It is our intention to work with car park operators with the aim to allow permit holders to park in off street spaces over night or when there are higher demands on residents' parking places. This will help improve conditions for residents and may remove vehicles from our streets.

Action 24: Encourage all existing off street car parks to comply with Park Mark standards and introduce a condition into the planning process for new facilities to meet best practice.

While the Council does not operate city centre car parks, we will work with providers to improve conditions and encourage the introduction and maintenance of Park Mark standards in all Edinburgh car parks. This will improve the appeal of off street car parks and allow for a better use of kerbside space if more vehicles park off street.

Furthermore, the Council will use its planning powers to seek these conditions in any new car parks.

Action 25: Support the development of new car parks where they are consistent with wider Council policies.

Working in partnership with the private sector, the Council will support proposals for new off street car parks in areas where they are needed, provided they do not encourage commuting by car. The north and northwest corner of the city is one area where the potential benefits of additional off street car parking would be significant.

Action 26: Ensure that all existing and new off street car parks have a pricing structure that discourages commuter parking.

Through the planning process, the Council will continue to apply conditions to new facilities to influence charging and length of stay regimes, aiming to facilitate shopping trips and other short to medium term activities, while discouraging all-day commuters. This ensures turnover and availability of spaces throughout the day.

Legislation

In the rest of the UK, outside Scotland, local authorities can vary the charge level of the parking tickets they issue based on the seriousness of the contravention. For instance, those that compromise road safety by parking on double yellow lines at junctions can be issued with a parking ticket with a higher penalty than one issued for over staying in a public parking place.

Action 27: Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.

Current legislation does not allow Scottish councils to vary parking ticket charges and it is our intention to discuss this matter with other authorities that operate decriminalised parking enforcement. Thereafter we will enter into dialogue with the Scottish Government on the benefits that graduated penalties may add to compliance with the parking regulations and on improving road safety.

Action 28: Continue to support the introduction of the Double Parking and Footway Parking Bill and introduce a ban if/when enabling legislation is passed.

The Council has always supported requests to tackle irresponsible footway and double parking in our streets. However, there are very limited options available to us to address such problems and we will continue to support a change in legislation that would allow us to take action against vehicles parked over dropped crossings, on pavements or double parked in the middle of the road.

Should enabling legislation be passed we will promote a traffic order to ban irresponsible parking improving access for pedestrians, improving road safety and protecting our public spaces from being damaged by vehicles parking on the footway.

Traffic Orders

Every change to a parking place, the introduction of new yellow lines or a change to the speed limit requires a traffic regulation order to be amended or a new one made. There is a legal procedure which the Council must follow when making such changes which ensures appropriate advertising and full public consultation on the proposals, often making it a lengthy process.

Action 29: Develop a new approach for advertising on-street and press notices to make them easier for people to understand.

When making changes to traffic orders everyone who may be interested in the amendments should be made aware of the proposals, have an opportunity to find out more about them and be able to object or submit any comments to be considered by Committee.

Public notices or adverts are one method to inform the public of proposed changes and can be advertised in local newspapers and through street bills. They tend to be written in a legalise style due to the nature of the legislation

and for many do not clearly explain the changes in plain English. To avoid confusion and any problems when restrictions are changed on street the way they are advertised will be reviewed.

Action 30: Respond to requests for new parking restrictions within 3 months and, where agreed, to be advertised within one year of receipt.

Making changes to the parking regulations as quickly as possible is important to ensure restrictions meet the needs of users and reduce delays to new developments that require changes to kerbside space. To achieve these aims we will commit to improving the service standards customer can expect.

Action 31: Ensure that traffic orders are processed on time and that high standards are maintained in the future.

This will involve streamlining existing working practises and developing a new approach to file management.

Public Transport and Accessibility

The CPZ provides a number of benefits for public transport such as; providing safe stopping points, reducing the volume of traffic on Edinburgh's roads and removing inconsiderate parking which can delay buses, thus improving the reliability of bus journey times.

When the CPZ does not operate on Sundays, public transport operators lose many of the associated benefits. As a result, services do not operate as frequently, journeys are longer and public transport becomes less attractive for the travelling public.

Introducing parking controls on Sundays is expected to improve conditions for public transport and provide an opportunity for operators to improve their services.

To ensure that parking policy continues to support sustainable travel alternatives; the operation of bus lanes will continue to be monitored and amended where required, restrictions in cycle lanes will be reviewed and conditions for pedestrians at crossing points will be improved.

Action 32: As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.

Improving the accessibility of Edinburgh not only relates to enhancing bus services, making shorter journeys easier is just as important to getting people more active and making Edinburgh a more liveable city.

This includes making it easier for pedestrians to cross the road safely by introducing waiting restrictions around junctions and protecting dropped crossing points. These access points are essential for people with mobility impairments, those in wheelchairs or people pushing buggies or prams.

Action 33: Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include parking restrictions in cycle lanes and improving parking/loading restrictions at junctions.

Cycling forms a major part of the city's active travel future and is ideal for many short to medium distance journeys. With more people cycling at all times of the day, upgrading conditions for cycling, such as extending the operating hours of cycle lanes and improving sight-lines at junctions will help encourage more people to travel this way.



Action 34: Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.

Many people choose to travel by car, but for some it is an essential method of transport, due to severe mobility problems which can make using public transport or taxis impossible.

To ensure that disabled people can continue to access public buildings and the services they need easily, disabled persons' parking places will be located where there is high demand. However, for many blue badge holders finding a suitable parking place once they get home can be equally as challenging. Therefore, disabled persons' parking places will continue to be introduced outside the homes of people who need them the most.



Action 35: Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.

To ensure that disabled persons' parking places remain accessible for those who need them and to maintain the respect of the blue badge scheme, anyone misusing a blue badge to obtain free parking in Edinburgh will be investigated and prosecuted where possible.

Action 36: Promote trip sharing as a better alternative to private car ownership while increasing modal shift and improving accessibility.

Another way to improve accessibility and help to reduce the environmental impact of car travel is through trip sharing. This involves people sharing their journeys with others to reduce; travel costs, the number of cars on the road and congestion on their journeys. It can benefit those in areas where there are poor public transport links or improve accessibility in urban areas where there are high parking demands.

The Council works with seven other neighbouring local authorities through the South East Scotland Transport Partnership (SEStrans) to provide a comprehensive regional trip sharing service and more will be done to raise awareness of the potential opportunities available.

Collaborative Working

Parking Operations continue to strive to improve the service provided in Edinburgh and to learn from the other authorities to ensure best practice is being followed.

Action 37: Continue working with Parking Scotland to share knowledge and ensure best practice.

Through participation in and leadership of industry bodies, such as Parking Scotland, better outcomes have been delivered for residents and customers. This is considered to be a vital part of service development and continuous improvement.

Action 38: Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.

The procurement of the new parking enforcement model contract provides the Council with the opportunity to help other local authorities with their decriminalised parking enforcement operations. This allows other councils to buy in to the existing enforcement contract and benefit from lower costs and gaining from the knowledge and expertise of the Parking Team.

This involves a commitment to promoting these services to potential partners with the possibility of increasing income for the Council.

Action 39: Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.

The parking enforcement contract requires our enforcement contractor to operate in accordance with the Council's environmental policies and to reduce the impact of our services on the city and make them greener and safer for all roads users.

To achieve these goals, the procurement of new vehicles to be used in the enforcement of the parking regulations are expected to be as environmentally friendly as possible with the highest safety standards available.

Action 40: Consult with operators on the movement and parking of freight vehicles.

The efficient movement of goods and services is fundamental to Edinburgh's economic success and for the quality of life of its residents. However, road transport produces 23% of the city's carbon dioxide and such emissions can have a negative impact on air quality and public health.

With the final delivery of the vast majority of goods in Edinburgh coming by road this requires good loading and unloading opportunities to reduce congestion, noise and pollution. Many areas are on main routes or adjacent to residential properties and we will work with the industry to minimise the impact of freight movements in the city.

Monitoring

Action 41: Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.

Progress monitoring of the Parking Action Plan is an important job to ensure that work remains on track and that the actions are achieved on time and to budget. With many financial challenges facing the Council and growing demands on our services, ensuring good project management principles will be key to the success of this action plan.

Parking Action Plan: Actions

- Short term (2015 -2016)
 - Medium term (2017 – 2018)
 - Long term (2019 – 2020)
- Priority 1 = High
2 = Medium
3 = Low
- Costs L = Low
M = Medium
H = High

No.	Action	Timescale	Cost	Priority
Information and Communications				
1	Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on street and off street parking places.	2016	L	2
2	Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.	2016	L	2
3	Establish a Communications protocol to ensure that customers are aware of any changes to the parking regulations before they happen to improve public perceptions of the parking service.	2017	L	2
4	Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.	2016 plus every two years	L	2
5	Publish frequently requested financial and statistical information each financial year to ensure transparency and to avoid customers from having to submit regular requests.	Annual	L	3
On-Street Parking				
6	Introduce Sunday parking controls including yellow line restrictions on main public transport corridors, charges for public parking and the extension of controls in residents' parking places.	2017/18	H	1
7	Extend evening parking restrictions in the city centre, at the same time as Sunday restrictions, to improve accessibility for residents while encouraging walking, cycling and public transport use in the evenings.	2017/18	H	1
8	Introduce shared use parking places to help redress the balance between permit holders and available places in the CPZ and to increase the flexibility of the parking controls.	2017/18	H	1
9	Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will include but is not limited to: <ul style="list-style-type: none"> • Nine hour parking places • Residents' permits and pricing structure • Visitors' permits and operation • Charges for credit card payments • Heavy vehicle charge As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.	2016	L	1

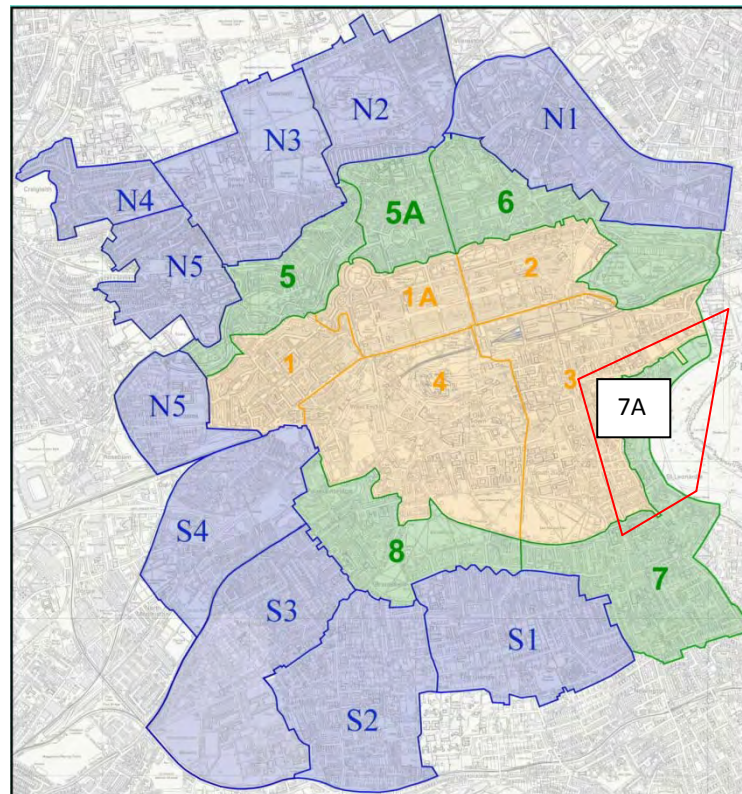
10	Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.	2016	M	1
11	Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to help protect short-stay parking opportunities for passing trade.	2017	L	2
12	Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.	2018	M	3
13	Trial the introduction of parking charges in Greenways parking places with a cashless only service and roll out elsewhere if successful.	2018	M	2
Controlled Parking Zone and Priority Parking Areas				
14	Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that these high standards are maintained in the future.	2016	L	1
15	Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.	2016	M	2
16	Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.	2016	M	1
17	Continue to update traffic orders to prevent residents of car free developments within the CPZ from obtaining parking permits when they are not entitled to them.	2017/18	L	2
18	Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.	2017/18	L	3
19	Establish a process for members of the public to request Electric Vehicle charging point parking places.	2016	L	2
Parking Permits				
20	Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.	2017/18	H	1
21	Review the approach to on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.	2019	L	3
22	Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.	2016	L	3
Off-Street Parking				
23	Discuss with off street car park operators the possibility of allowing residents permit holders to use such facilities in areas where there are significant parking pressures.	2016	L	3
24	Encourage all existing off street car parks to comply with Park Mark standards and introduce a condition into the planning process for new facilities to meet best practice.	2020	L	3

25	Support the development of new car parks where they are consistent with wider Council policies.	Ongoing	L	3
26	Ensure that all existing and new off street car parks have a pricing structure that discourages commuter parking.	2019	L	3
Legislation				
27	Discuss the potential introduction of graduated parking ticket charges with the Scottish Government and other Scottish LAS according to the severity of the offence. Introduce such charges if/when enabling legislation is passed.	Ongoing	L	3
28	Continue discussions with the Scottish Government on supporting the Double Parking and Footway Parking Bill. Introduce a ban if/when enabling legislation is passed.	Ongoing	L	1
Traffic Orders				
29	Develop a new approach for advertising on-street and press notices to make them easier for people to understand.	2017	M	2
30	Respond to requests for new parking restrictions within 3 months and, where agreed, to be advertised within one year of receipt.	Ongoing	L	2
31	Ensure that traffic orders are processed on time and high standards are maintained in the future.	2015	L	2
Public Transport and Accessibility				
32	As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.	2017	M	1
33	Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include parking restrictions in cycle lanes and improving parking/loading restrictions at junctions.	2017	M	1
34	Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.	Ongoing	M	2
35	Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.	Ongoing	L	2
36	Promote trip sharing as a better alternative to private car ownership while increasing modal shift and improving accessibility.	Ongoing	M	3
Collaborative Working				
37	Continue to work with Parking Scotland to share knowledge and ensure best practice.	Ongoing	L	2
38	Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.	2016	M	2
39	Ensure that new vehicles used in the operation and enforcement of parking restrictions in	Ongoing	L	2

	Edinburgh have high safety standards and good fuel efficiency ratings.			
40	Consult with operators on the movement and parking of freight vehicles.	2017	L	3
	Monitoring			
41	Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.	2016	L	1

APPENDIX 2

Controlled Parking Zones Map Showing potential zone 7A to be included in evening and weekend controls



APPENDIX 3: PARKING ACTION PLAN: DRAFT CONSULTATION PLAN

Introduction

Proposed consultation is summarised below - this is based on recent consultation on the Local Transport Strategy. Most activities would cover the whole PAP, with a set of Focus Groups aimed specifically at understanding the views of various key groups.

1 PAP as a Whole – including weekend and evening parking

Summary of proposed Parking Action Plan Consultation		
Stakeholder	Proposed format	Purpose
Political group spokespersons	Meetings	To gain a good understanding of views on/changes sought to the draft Plan.
City Centre businesses	E-mail/Mail, drop in session, meeting(s), social media	To raise awareness of plans and of current travel and parking patterns. To gain a good understanding of views on/changes sought to the draft Plan. Further definition in discussion with Essential Edinburgh
Interest groups (eg business community, equalities groups, road user representation groups)	Workshops/E-mail/Mail, social media	To gain a good understanding of views on/changes sought to the draft Plan plus to offer further meetings if desired.
Equalities Groups	Meeting(s) or Workshop, E-mail/Mail, social media	To ensure that equalities and rights issues are properly addressed.
Neighbourhood Partnerships	E-mail/Mail, social media, plasma screens	To raise awareness of the plan and invite responses.
Community Councils	E-mail/Mail, social media	To gain a good understanding of views on/changes sought to the draft Plan.
SEStran/Neighbouring Councils	E-mail/Mail, social media	To gain a good understanding of views on/changes sought to the draft Plan plus to offer further meetings if desired.
General public/all	Web/E-mail/ media briefing drop-in sessions, social	To raise awareness of the plan and invite responses.

	media	
Council Staff	Leader's Report, Orb	To raise awareness of the plan and invite responses

2 **Communication Tools**

- News release to local media and community newspapers
- Questionnaire available on Council's consultation hub
- Leaflets/Flyers
- Articles in publications and newsletters
- Information available on Council's consultation hub, website, intranet, and Neighbourhood Partnership website
- Briefings/meetings
- Social media
- Roadshows/information events

3 **Evening and Weekend Parking**

For evening and weekend parking proposals it is proposed to hold some additional focus group meetings. At present it is envisaged that this will include the following groups:

- a People with mobility difficulties and visual impairment.
- b Faith groups.
- c Drivers who visit the centre on a Sunday (and potentially in the evening) to shop or for leisure.
- d People who travel to the centre by foot, bus or bike on Sunday or Evenings.
- e City centre residents who own cars.

f City centre residents who do not own cars

g City centre businesses

4 **Timing of consultation**

Start: 27 August

End: 31 October

Transport and Environment Committee

10am, Tuesday, 25 August 2015

Assessing Supported Bus Services

Item number	7.15
Report number	
Executive/routine	
Wards	

Executive summary

On 13 January 2015, the Committee approved a set of criteria to evaluate supported bus services, and agreed to develop a tool to assess value for money and non-financial benefits provide by these services.

This report provides an update on the development of the assessment tool and proposes to hold workshops for elected members to enable them to review the outputs and finalise the weightings given to the assessment criteria.

This report also considers a number of issues associated with the procurement of supported bus services.

Links

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

Assessing Supported Bus Services

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the new assessment methodology which can be used to evaluate value for money and the social, economic and transport related benefits of supported bus services;
 - 1.1.2 agrees to hold a workshop for members to consider and finalise the assessment criteria weightings; and
 - 1.1.3 agrees to receive a further report at its meeting on 27 October 2015 on the outcome of the assessment of supported bus services.

Background

- 2.1 Policy **PubTrans3** in the Local Transport Strategy 2014–19 states: ‘The Council will investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision is not viable’.
- 2.2 The Council’s Public and Accessible Transport Action Plan (PATAP), commits to ‘Review the methodology for prioritising supported services, and identify improvements in procurement processes’ (Action B11).
- 2.3 However, constraints on the Council’s budget led to the Council, at its budget meeting on 12 February 2015, reducing the supported service budget for 2015-16 by £200,000.
- 2.4 In 2014-15 the Council spent £1.3 million on supporting bus services. This supported 15 services: a mixture of standalone services, part funding to improve frequencies and operating hours, route extensions, and Christmas and New Year routes. Five are contributions to cross boundary services managed by neighbouring authorities.
- 2.5 Supported services have evolved over many years on an ad hoc basis, often in response to a demand from communities where commercial services are perceived not to meet local needs.

- 2.6 The majority of supported services have been procured through a four year framework agreement which was established in 2013. A number of services are operating through contracts which pre-date the framework agreement but which have been extended to allow the services to continue until the evaluation and review of all supported bus services has been completed. Details of all supported bus service contracts can be found in Appendix 2.
- 2.7 As the city's population increases, particularly the number of elderly people, demand for bus services is likely to increase. Some of this demand can be met by commercial services, but some will require financial support. Recent tenders for supported services have been at a significantly increased cost and it is therefore imperative that the Council's investment in bus services is targeted at those routes that deliver the greatest benefits at an affordable price.
- 2.8 On 13 January 2015, Transport and Environment Committee approved a set of criteria to evaluate supported bus services, and agreed to develop a methodology to assess value for money and the transport, social and economic related benefits provided by these services.

Main report

- 3.1 On 13 January 2015, the Transport and Environment Committee approved the following four broad criteria for assessing supported bus services:
- enhancing access and social inclusion;
 - protecting the environment;
 - reducing congestion; and
 - developing the economy.
- 3.2 The WSP consultancy was commissioned to develop a methodology and a tool that would assist the Council to review and prioritise services and to ensure value for money. The remit required that they :
- provide a framework and methodology for assessing supported services, including non-monetary benefits, using the criteria approved by Committee;
 - consult with key users and stakeholders;
 - assess existing supported bus services; and
 - report on the outcome of the assessment.

3.3 The Transport and Environment Committee at its meeting on 13 January 2015 approved four broad criteria to be used in the assessment of supported bus services. There were:

- Enhancing access and social inclusion
- Protecting the environment
- Reducing congestion
- Function of service subsidy

3.4 Following consultation with bus operators, community representatives and an inter-departmental group of Council officers these four broad headings were subdivided into more specific criteria and given weightings to reflect their relative relevance to the Council's key strategies and policies. 'Developing the economy' is addressed by several criteria which also feature in 'Enhancing access and social inclusion' and 'Reducing congestion'. The table below contains the individual criteria and the weightings that they have been given.

Criteria	Weighting
<i>Enhancing access and social inclusion (total 45%)</i>	
Access to Employment	1%
Early career access	1%
Access to Retail	2%
Access to Hospitals	2%
Access to GP surgeries	2%
Access to Education	2%
Access for older and disabled people	4%
High unemployment in areas served	3%
Social deprivation in areas served	3%
Accessibility & Usage (population within 400m of all bus stops on a route, annual usage of service)	25%

<i>Protecting the environment (total 5%)</i> Impacts on carbon emissions (also other air pollutants)	5%
<i>Reducing congestion (total 40%)</i> Travel alternatives (ie absence of alternatives)	40%
Function of service subsidy (frequency extension/route extension, standalone service) NB although built into the software, this is subtracted from analysis as it is no longer considered relevant to assessment	10%

- 3.5 Using the criteria above, WSP has developed a GIS based assessment tool that draws on a range of data sets to map the populations, amenities and facilities (schools, colleges, health facilities, retail centres etc...), centres of employment and other public transport options that are in close proximity to the supported bus service routes. This then allows each supported bus service to be assessed and scored against the individual criteria and ranked or prioritised on the basis of their overall assessment scores.
- 3.6 Although costs are not included as part of the assessment criteria, they are analysed and included in the overall evaluation. This means that each bus service can be evaluated on the basis of how it performs against a range of socio-economic and transport related criteria and how much it costs. The Council is then able to, on a reasonably objective basis, make a judgement on whether money it is investing in a supported bus service is making a return in terms of the benefits delivered. It is important to remember that routes with high total cost or cost per passenger may have relatively high assessment scores ie the level of financial support from the Council is high but the service delivers significant transport and socio-economic benefits.
- 3.7 Councils are empowered to finance bus services that are 'socially necessary'. The legislation does not define social necessity, but it is generally assumed to mean the kinds of needs reflected in the table. The table reflects the balance that emerged from consultation with stakeholders and reflects Council policies as expressed in the Council's strategic outcomes, Capital Coalition Pledges and Single Outcome Agreement. However, while the criteria have effectively been built into the assessment tool, the weightings given to each criterion can be adjusted.

- 3.8 It is important that Committee members are comfortable with the assessment tool methodology and the weightings given to the assessment criteria before they are applied to a review of supported bus services. It is therefore proposed to hold a workshop for members of the Committee which will give them opportunity to consider the weighting of criteria in more detail, review the outputs from the assessment tool when different weightings are applied and agree a finalised set of weightings to be used in the review of supported bus services. Once agreed, these weightings would then be applied to existing supported services and the outcomes reported back to Committee in October.
- 3.9 Four supported bus service contracts which were due to expire in July 2015 were extended for six months. The assessment of the supported bus services will help inform decisions as to whether the contracts for these routes should be re-procured or amended or have their financial support withdrawn.

Procurement

- 3.10 WSP also reviewed the Council's current procurement process to assess the scope for efficiency savings (Appendix 1). WSP could not identify any major immediate efficiency savings. There is scope for modest improvement by:
- more regular and open dialogue with operators;
 - operators being more involved in designing the supported bus network;
 - considering group tendering of services;
 - introducing a bus service level policy or objective;
 - providing services that feed into hubs to connect with the commercial network;
 - introducing demand responsive services (sometimes replacing buses); and
 - integrating supported bus services with community transport.

However, these improvements will take time to work through, and cannot deliver immediate financial savings.

Measures of success

- 4.1 A finalised assessment methodology and tool is agreed and applied.
- 4.2 The Council's investment in supported bus services is targeted at those routes that deliver the greatest social, economic and transport related benefits

Financial impact

- 5.1 The cost of the study was just under £20,000, which was met from within the Transport budget (2014/15 financial year).
- 5.2 The Council invested approximately £1.3 million in supported bus services in 2014/15, and the budget for 2015/16 has been reduced to £1.1m. The review will help to ensure that spend prioritised is prioritised on services that deliver the greatest benefits and value for money.

Risk, policy, compliance and governance impact

- 6.1 Development of criteria and a methodology for assessing supported bus services will ensure that the services the Council supports align with its strategic transport objectives, and represent value for money.
- 6.2 Any delay in assessing supported bus services may affect re-procurement of contracts for supported services, which are due to expire in 2015.

Equalities impact

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

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. Any change to supported public transport provision is likely to affect these elements. Therefore planned works will take into consideration these elements to minimise negative impacts, whilst seeking to increase positive impacts. The impact that supported bus services have on carbon emissions and air pollution is one of the criteria built into the assessment methodology.
- 8.2 Access to health facilities, shopping and employment for older people, disabled people and those from areas of social deprivation and high unemployment are significant factors that have been taken into account in the development of the assessment tool.

Consultation and engagement

- 9.1 Consultation with bus users and stakeholders including bus operators was undertaken on the criteria used in developing the methodology and the tool used for assessing existing Supported Bus Services.
- 9.2 A briefing was also held for elected members on the development of the assessment tool to date.

Background reading/external references

Assessing Supported Bus Services – Transport and Environment Committee, 13 January 2015

John Bury

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Links

Coalition pledges

Council outcomes **CO9** - Edinburgh residents are able to access job opportunities
CO10 - Improved health and reduced inequalities

CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

Single Outcome Agreement

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

Appendices

1. Options for Bus Procurement; WSP paper
2. Route details

Options for Bus Procurement/Service Models and Operations

City of Edinburgh Council

Introduction

This technical note presents a review of the City of Edinburgh Council's (CEC's) current procurement process for tendering supported bus services. It also identifies best practice examples from other local bus service providers in Scotland and across the UK and presents a number of recommendations for further enhancing CEC's existing good procurement practice.

CEC's Existing Procurement Framework

CEC introduced their current Commercial & Procurement Plan for Supported Bus Services Framework in 2013. The framework is due to run for a four year period terminating in August 2017.

A pre-qualification process for multiple suppliers was undertaken at the start of the framework period with each supplier evaluated against a set of quality parameters. This process removes the burden of undertaking further quality evaluations during the framework period for each new service that is required to be supplied.

This new approach to procuring supported bus services, which also allows for involvement from neighbouring local authorities (eg East Lothian and Midlothian) has a number of benefits compared to the previous individual contract approach whilst retaining much needed flexibility. The 4 year framework reduces tendering administration for both the Council and potential operators and it possible to more quickly obtain prices for new or improved services from operators who have already satisfied the quality criteria and are on the framework. This can be a major benefit with any unforeseen changes to the commercial network such as deregistration of certain journeys or even full services. The simplified tendering requirements retain a high quality threshold, for example the use of low floor, accessible vehicles but should encourage involvement from smaller operators. The holding of a bidders workshop session at the commencement of the framework process is an important element in encouraging such involvement by SME organisations.

WSP has undertaken consultation with a number of pre-qualified bus service providers operating supported services within the CEC area as part of this commission. During these discussions there was broad support of the revised procurement process.

Review of Local Bus Service Procurement Best Practice

WSP has undertaken past reviews of best practice in local bus service procurement. This section examines a number of options that have emerged through these best practice reviews but also intelligence gained through this study and engaging with CEC officers and bus operators; a number of recommendations are then proposed.

1. More regular and open dialogue with operators through the bus operator liaison group meetings and other workshops

The Council undertakes regular bus operator liaison group meetings with all service providers (as well as the bidders workshop at the commencement of the framework procurement process). Whilst it is acknowledged that there are limits to the level of dialogue that CEC can undertake with bus operators, given competition law, it is recommended that these sessions are used more proactively as an opportunity to engage with operators to share objectives and reach a better shared understanding outside any tender process. The workshops could be an opportunity for CEC to present to operators their aspirations for a future set of bus services that are to be tendered, with the GIS based tools emerging from the present commission being used as a basis to present to operators and inform these discussions. This could encourage operators to think what else they can offer, and allow the Council to explain what they are trying to achieve. The workshop/s could be led by CEC officers or through independent facilitation which could also help promote innovative thinking and provide appropriate parallels from other areas and also encourage greater openness by operators whilst retaining the impartial position of the Council.

2. Provide opportunity for operators to have a greater involvement in the design of the supported bus service network

In the majority of tendering situations there is no clear means by which Bus Operators can play an integrated and active part in the design of the tendered bus network or the process of tender preparation. This may be partly due to concerns over impartiality, although there is evidence that a more open process exists in at least some other authority areas. Consultation with all operators or more effective partnership working could help optimise the contribution that the existing and future commercial network could provide as a platform from which to build a more effective and integrated tendered supporting network, rather than the Council providing more of a reactive service to fill gaps. The workshops identified above should assist this.

Bus service tenders have a tendency to be very prescriptive, and as outlined earlier, output based. This leads to a much more closed response from operators where, if given the opportunity, there may be a more effective solution that could be proposed. Taking a step even further back, it may also be more constructive to identify what the real demand is that generates the request for transport. This in turn defines the objectives that the tender submission would be expected to meet (therefore becoming outcome based). The GIS based tool developed as part of this commission could greatly assist in defining desired outcomes for example in terms of journey alternatives.

3. Group tendering of services

Tendering of services in batches or groups can offer greater value for money not only to the procurement process, but where there is overlap in service provision then operators may be able to make cost savings, applying the principles of economies of scale. It is acknowledged that to some extent this approach is adopted by CEC, however greater application of this approach going forward through any changes to the supported bus network following this commission and potentially in conjunction with points one and two above could realise greater benefits. However, the disadvantage of this approach is that it can be seen to favour the larger operators and thus have potential impacts on the scale of competition for contracts in the longer term.

4. Introduce a bus service level policy or objective

Introduction of a clear target based bus service level policy can help define and guide supported bus service provision. Some authorities have for example set targets for the proportion of the population served by certain frequencies of services. Whilst this can help give clarity to bus users and planners as to the level of bus service provision that is required, this type of single measure is a fairly coarse target and may also not be fully monitored. By definition, supported services are likely to be filling the gaps for those people who do not have access to such frequent services. The new tool developed for CEC should enable much more sophisticated targets to be set more directly linked to appropriate policies.

5. Provide bus services that feed into hubs to connect with the commercial bus service network

Supported bus services do not have to operate along long routes across the city. There is an opportunity for the supported bus service network to operate from less accessible areas of the city into hubs where there are opportunities to interchange on to other bus or public transport services. These interchange points could be park and ride sites, tram stops, rail stations, district/regional shopping centres (eg Gyle Centre) and hospitals. An example of this is in Sheffield where Stagecoach (in 2007) introduced three Supertram Link services (SL1, SL2 and SL3) to connect three areas of Sheffield to the main Supertram network. The new tram network, combined with integrated ticketing, opens up new opportunities for this approach.

6. Introduce demand responsive services

Consideration could be given to replacing some supported bus services with Demand Responsive Transport (DRT) bus services where levels of use are low but other travel options very limited. This is more likely to be in the rural areas of the CEC area. DRT models have been trialled in different operational environments across the UK with some success including in some of the more rural areas of West Lothian (Carlink) and also in the Stirling Council area. See also the section below on possible integration with community transport services.

7. Integrate supported bus services with community transport

It is understood that CEC currently manage supported bus services and community transport separately (and also the Taxicard scheme). Greater integration of these areas of provision could generate the following benefits:

- Economies of scale in officer coordination of both areas of provision;
- Opportunity for integration of services with community transport services providing a bus accessibility function that would normally be provided by supported bus services and vice versa;
- Enhanced knowledge and understanding of the supported bus and community transport provision by officers, operators and passengers;
- The potential for demand responsive services to be trialled where the scale and disparate nature of demand does not lend itself to fully scheduled services. The booking service could be through an existing DRT service such as HcL (formerly Handicabs Lothian) with service delivery also taking place through such a community provider (subject to appropriate operational licensing) or through bus or taxi providers.

The above points could help ensure that a higher value for money is derived from both areas of provision and is worthy of further investigation.

Recommendations

CEC already operate a tightly run procurement process for the relatively limited number of supported local bus services required to supplement the generally strong commercial bus service network in the Council area. This process was improved through the Commercial & Procurement Plan for Supported Bus Services Framework in 2013 and already represents good practice as is demonstrated by the interest from other neighbouring local authorities to participate in the framework process. However, with increasing pressure on revenue budgets and a range of wider policy agendas that supported bus services need to support, it is vital to ensure that the benefits of the revised process introduced are monitored and that the approach to prioritising and procuring services continues to be optimised. The following recommendations are thus made:

- It is recommended that CEC use the supported bus services tool developed in this commission as the basis for a policy for prioritising the procurement and funding of services. The Council should prioritise the subsidy of local bus services on the basis of the weighting of criteria/objectives within the tool, based on wider transport, economic development and inclusion policies with these being put to a future committee meeting. This will provide flexibility of support linked to budget availability and value for money but critically will also allow a real understanding of the implications of service provision on existing/future users including potential equality impacts. Adopting this approach would provide a transparent, straightforward but rigorous framework for prioritising scarce revenue funding.
- The existing dialogue with operators through regular meetings and the bidders workshop at the start of the framework period needs to be built on with carefully facilitated workshop sessions with operators to promote their more active engagement. Independent facilitation should be considered for these sessions. This workshop approach would encourage real input from operators, with their considerable operational knowledge, in how best to shape services to meet the Councils objectives within tightly constrained budgets. Outputs from the new supported services tool could be used very effectively to help inform these workshops and indeed individual tenders, with more of an emphasis on outcomes rather than just service specifications i.e. outputs.
- Greater consideration should be given to services feeding into hubs to link with the commercial bus network and tram services where this would provide efficiency and cost benefits whilst maintaining a good quality service for users. This could be combined with a review of the key interchange locations in the CEC areas and the level of passenger facilities provided (eg real time information and high quality shelters).
- Further consideration should be given to the opportunities to more closely integrate supported bus services and community transport provision – for example the current Dial a Bus services. This will need to include consideration of appropriate operational licensing issues. This could in due course extend to wider co-ordination with other CEC passenger transport service provision such as Social Work and Special Needs Education Transport although the various difficulties and barriers to wider coordination are appreciated.

Appendix 2

Operator	Service Number	Annual Subsidy excluding inflation	Contract Route and description	Due to expire
Horsburgh	7	£66,352	Winchburgh – Queensferry. Links to St John's Hospital at times when no other direct link. Part commercial, part WLC funded	31/3/16
Edinburgh Coach Lines	13	£193,387	Craigleith-Blackhall-Ravelston-West End-New Town-Broughton-McDonald Rd-Dalmeny St-Lochend-Findlay Gdns. Wholly subsidised. Sole public transport to Dean Galleries, and the only service in parts of the New Town	Jan 2016*
First	18	£86,360	Gyle - Fairmilehead – RIE. Off-peak links across south Edinburgh to employment, education, leisure, RIE. Commercial service in peak	26/7/16
Lothian Buses	20	£152,928	Chesser-Wester Hailes-Hermiston Gait. Shopping, employment, leisure, for communities isolated from main bus network. Provides a service outwith main bus corridors, connecting to them and out-of-centre activities. Subsidy includes Tesco contribution	Jan 2016*
Lothian Buses	20 extn	£154,168	Ratho-Gyle. Extension to provide link between Ratho and Gyle and services to/from City Centre	31/5/18
Lothian Buses	38	£98,910	Muirhouse-WGH-City Centre – RIE. Frequency enhancement ensures commercial viability	Monthly extensions
Lothian Buses	42	£60,008	City Centre-Portobello (evenings and Weekend) Evening/weekend journeys	Jan 2016*
Various		£30,700	Xmas/Hogmanay Buses	
Lothian Buses	60	£41,600	Scottish Parliament-Southside-Bristo. Provides a service outwith main bus corridors, connecting to them and out-of-centre activities	4/10/18
Lothian Buses	63	£60,385	Queensferry-Kirkliston-Newbridge-RBS-Gyle-Edinburgh Pk-Stevenson Coll-Hermiston Gait- Sighthill-Hermiston P&R-Riccarton Campus Hourly links to employment, educational, leisure, shopping	27/7/18
Horsburgh	64	£26,346	D Mains-Cramond-Maybury-Gyle-Edinburgh Pk Stn. Hourly frequency most of the day. Access mainly to employment, shopping, leisure	Monthly extensions
Waverley Travel	68	£73,320	Turnhouse - Gyle- Corstorphine - Parkgrove – Clermiston. Off-peak service, providing shopping opportunities for mainly elderly users. Sole public transport link for Turnhouse	31/3/18
Waverley Travel	70	£15,329	Balerno-Currie-Riccarton-Gyle. Shopping opportunities, mainly for elderly residents not n a bus route. One return journey Wednesday and Friday, two returns Saturday	Jan 2016*
Horsburgh	40/X40	£6,968	St John's - Ratho – RIE. WLC contract. 4 return journeys per day Ratho-Hospitals	31/3/16
Blue Bus	24	£50,528	Currie - St John's Hospital WLC contract. Six return journeys per day	31/3/16

* contracts expired July 2015; extended for six months as set out in paragraph 3.10

Transport and Environment Committee

1000 am, Tuesday, 25 August 2015

7% Budget Commitment to Cycling – Summary of Expenditure

Item number	7.16
Report number	
Executive/routine	
Wards	All

Executive summary

This report summarises the Council's capital and revenue expenditure on cycling in the 2014/15 financial year. The Council met the 7% target it had set for capital expenditure and achieved 5.3% for revenue expenditure. The shortfall in revenue expenditure will be remedied by re-allocating an equivalent amount of funding from the 2015/16 Transport revenue budget. The funding has aided the delivery of the Active Travel Action Plan and helped to attract significant external funding from Sustrans.

Links

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

7% Budget Commitment to Cycling - Summary of Expenditure

Recommendations

- 1.1 It is recommended that the Committee notes the summary of Council expenditure on cycling for 2014/15.

Background

- 2.1 In 2010, the Council approved its [Active Travel Action Plan](#) (ATAP). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the recently approved Local Transport Strategy.
- 2.2 The ATAP includes a wide range of actions aimed at achieving its targets. A key element is the creation of the 'Family Network' of routes, suitable for new and less confident cyclists.
- 2.3 The ATAP sets out priorities for developing the family network. These priorities seek to fill gaps in the city's existing off-road network, which is largely based around former railways and to create connections to key destinations, most importantly the city centre. The network is primarily aimed at cyclists but most sections are also walking routes.
- 2.4 In order to facilitate the delivery of the ATAP, the following motion was proposed and approved by the Council at its meeting of 9 February 2012:

"Council agrees that the percentage of transport spend (net of specifically allocated external transport funding) allocated to cycling shall be a minimum of 5%, for both revenue and capital, in 2012/13 and that the percentage of spend on cycling will increase by 1% annually. Council therefore instructs the Director of Services for Communities to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP".

- 2.5 The Council also instructed that “the Director of Services for Communities is to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP”.
- 2.6 At its meeting of 13 February 2014, the Council clarified the definitions of this commitment. The Council has subsequently agreed to increase the percentage for cycling to 7% (2014/15) and 8% (2015/16). This report covers the Council's capital and revenue expenditure on cycling, in the 2014/15 financial year.
- 2.7 Progress towards the Charter of Brussels commitments and on the cycle aspects of the ATAP were contained within the ‘Active Travel Action Plan – Two Year Review’ report which was presented to the 27 August 2013 meeting of the Committee. A further report on progress is scheduled for the October 2015 Transport and Environment Committee.

Main report

- 3.1 The Council spent a total of £1,780,975 on cycling related projects and maintenance in 2014/15, from a combined capital and revenue transport expenditure of £26,683,073.

Capital expenditure

- 3.2 Of the Council's £18,233,000 capital budget for transport projects, £1,304,355 was spent on work that benefitted cyclists. This equates to 7.2% of net capital expenditure.
- 3.3 A breakdown of this expenditure is summarised in the table below:

Item	Expenditure (£)
Cycling capital expenditure:	
Capital roads renewal benefiting cyclists	209,804
Cycle infrastructure projects 2014/15	599,551
Total	809,355
Carry forward to 2015/16 for completion of projects started in 2014/15	495,000
Net capital expenditure on cycling for 2014/15	1,304,355
Capital Investment Programme (CIP) figures for Traffic Engineering, Transport Planning and Roads	18,233,000
Proportion of transport capital budget spent on cycling	7.2%

Cycle infrastructure projects

- 3.4 The Council's capital budget for cycle schemes for 2014/15 (internal funding only) was £1,094,551. £599,551 of this was spent in 2014/15 and £431,449 was re-profiled into 2015/16 for the completion of projects already underway. This latter budget is not included within the 7% calculations for 2014/15.
- 3.5 The funding facilitated significant progress on delivery of the Active Travel Action Plan. Appendix 2 is a map which illustrates where the investment has been used, to complete cycle-friendly infrastructure. These schemes can often benefit pedestrians and those with mobility needs (eg pushchairs, wheelchairs, etc), especially in off-road situations.
- 3.6 Of particular note was:
- the completion of the National Cycle Network Route 1 upgrade, where it runs parallel to the A90;
 - the delivery of the first phase of the Loanhead (Midlothian) – Gilmerton cycle route, a tarmac path along a former rail line;
 - further upgrades to the Leith–Portobello cycle route, including the widening of footpaths in Leith Links;
 - the start of work on the Meadows–Innocent cycleway; and
 - the signing of two 'family network' cycle routes.

Cycle facility renewal

- 3.7 The remainder of capital expenditure on cycling (£209,804) was spent on capital road renewals such as the replacement of road surfacing and markings where cycle lanes, cyclist Advanced Stop Areas or Bus Lanes (first 1.5m from kerb) are present.

External funding

- 3.8 External funding for cycle schemes is not included in the calculations for the 7% target. However, it should be noted that the Council's additional funding allocation for cycling has enabled it to match larger contributions from Sustrans, the sustainable transport charity, than would otherwise have been the case.
- 3.9 Sustrans usually requires a minimum of 50% funding to match its contribution and for 2014/15. With the assistance of the 7% cycling budget, the City of Edinburgh Council has attracted approximately £1,260,000, of external funding for cycling projects.

3.10 In addition, Sustrans has also agreed funding for the following Edinburgh cycle projects in 2015/16, which the 8% budget (after an annual increase of 1%) is being used to match Sustrans' contribution:

- £240,000 for the design and preparation of new cycle/pedestrian improvements;
- £150,000 towards the cost of upgrading the A8 cycle route;
- £50,000 for the widening and resurfacing of Boroughloch Path;
- £30,000 towards the cost of implementing lighting on the Innocent rail path between the Innocent Tunnel and Duddingston Road West; and
- £65,000 towards the cost of installing new, on-street, cycle parking.

Revenue expenditure

3.11 Of the Council's £8,450,073 revenue transport budget, £444,435 was spent on work cycling related activities. This equates to 5.3% of net revenue expenditure. A summary of this expenditure is provided in the table below:

Item	Expenditure (£)
Cycling revenue expenditure:	
Revenue maintenance benefiting cyclists:	
- Winter treatment of:	
o cycle/pedestrian paths & cycle/bus lanes (100%)	58,092
- Yellow/red parking/loading restriction markings on cycle/bus lanes	100,000
- Lighting:	
o Off-road cycle/pedestrian paths/cycle lanes/bus lanes (100%)	36,050
- Cycle/pedestrian signalised crossing maintenance (100%)	35,000
- Gully cleaning on cycle lanes	9,739
Neighbourhood/Natural Heritage Services cycling 'Project Bank'	124,048
Cycling promotion	41,897
Cycling related studies	39,609
Monitoring of cycling	30,550
Total cycling revenue expenditure	444,435
Net expenditure budget for Roads and Transport for 2014/15 adjusted for external income	8,450,073
Proportion of transport revenue budget spent on cycling	5.3%

- 3.12 The shortfall against the 7% expenditure target was due to the introduction of greater controls on all discretionary revenue spend, in February 2015, to help manage budget pressures across the Council. The shortfall in revenue expenditure will be remedied by re-allocating an equivalent amount of money (£147,070) from the 2015/16 Transport revenue budget.

Revenue maintenance

- 3.13 £238,881 was spent on the revenue maintenance of cycling related facilities, including:
- £58,092 on the winter treatment of cycle/pedestrian paths and cycle lanes;
 - £100,000 on renewing parking/loading markings on cycle/bus lanes;
 - £36,050 on the lighting of cycle/pedestrian paths and cycle/bus lanes;
 - £35,000 on the maintenance of signalised cycle/pedestrian crossings; and
 - £9,739 on the cleaning of gullies on cycle/bus lanes.

'Project Bank'

- 3.14 A 'Project Bank' was used to allocate funding amounting to £124,048 for revenue cycle projects to the Council's Neighbourhood Teams and Natural Heritage Service. Bids were invited from these service areas towards a range of cycling related projects, such as the maintenance and small-scale improvement (up to a maximum of £6,000) of cycle paths and lanes.

Cycling promotion

- 3.15 £41,897 was spent on activities to support the promotion of cycling. This included £31,288 of research, brand development and planning work for the Smarter Choices Smarter Places project (to be delivered in 2015/16) and £8,279 of activities related to the Edinburgh Festival of Cycling.

Cycling related studies

- 3.16 £39,609 was spent on studies that support the development of cycling in Edinburgh, including feasibility work on the Roseburn–Union Canal and A70 corridor cycle projects and a study into facilitating contra-flow cycling on the city's streets.

Monitoring

- 3.17 £30,550 was spent on cycling related monitoring including £15,000 towards the costs associated with Edinburgh's inclusion in a UK-wide 'Bicycle Account' project.

2015/16

- 3.18 The Council has committed to spending 8% of its transport budgets on cycling in 2015/16, which will ensure that investment in cycling infrastructure and promotion of cycling, as a mode of travel, will be sustained and increased.

Measures of success

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

Financial impact

- 5.1 The Council's Capital Investment Programme (CIP) for Traffic and Engineering, Transport Planning and Roads for 2014/15 was £18,233,000. £1,304,355 was spent on cycling related capital maintenance and through an allocation for new cycling projects. This meets the 7% target figure.
- 5.2 The Council's net revenue budget for Roads and Transport in 2014/15 was £8,450,073. £444,435 was spent on cycle related revenue maintenance and through an allocation for new cycling initiatives. This equates to 5.3% of the transport revenue spend and thus falls short of the 7% target. This shortfall was due to the introduction of greater controls on discretionary spend in order to mitigate budget pressures across the Council. This shortfall will be remedied by re-allocating an equivalent amount of money from the 2015/16 Transport revenue budget.

Risk, policy, compliance and governance impact

- 6.1 This report summarises spend over the last financial year and as such there are no future risks associated with it.
- 6.2 The expenditure reported has assisted in the delivery of the Council's Active Travel Action Plan (2010-2020) and in making progress towards achieving the targets it contains. This has also been complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.3 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

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

Sustainability impact

- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 7% budget for cycling has assisted in the delivery of the ATAP actions relating to cycling.
- 8.2 A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan. It concluded that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

Consultation and engagement

- 9.1 Consultation on the 2014/15 cycle budgets was undertaken with the Council's 'Cycle Forum'. Consultation has also been undertaken for the larger capital projects being progressed.

Background reading/external references

Active Travel Action Plan (September 2010)

Minutes of 9 February 2012 Council meeting

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

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

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

Minutes of 13 February 2013 Council meeting

7% Budget Commitment to Cycling (3 June 2014)

8% Budget Commitment to Cycling (17 March 2015)

John Bury

Acting Director of Services for Communities

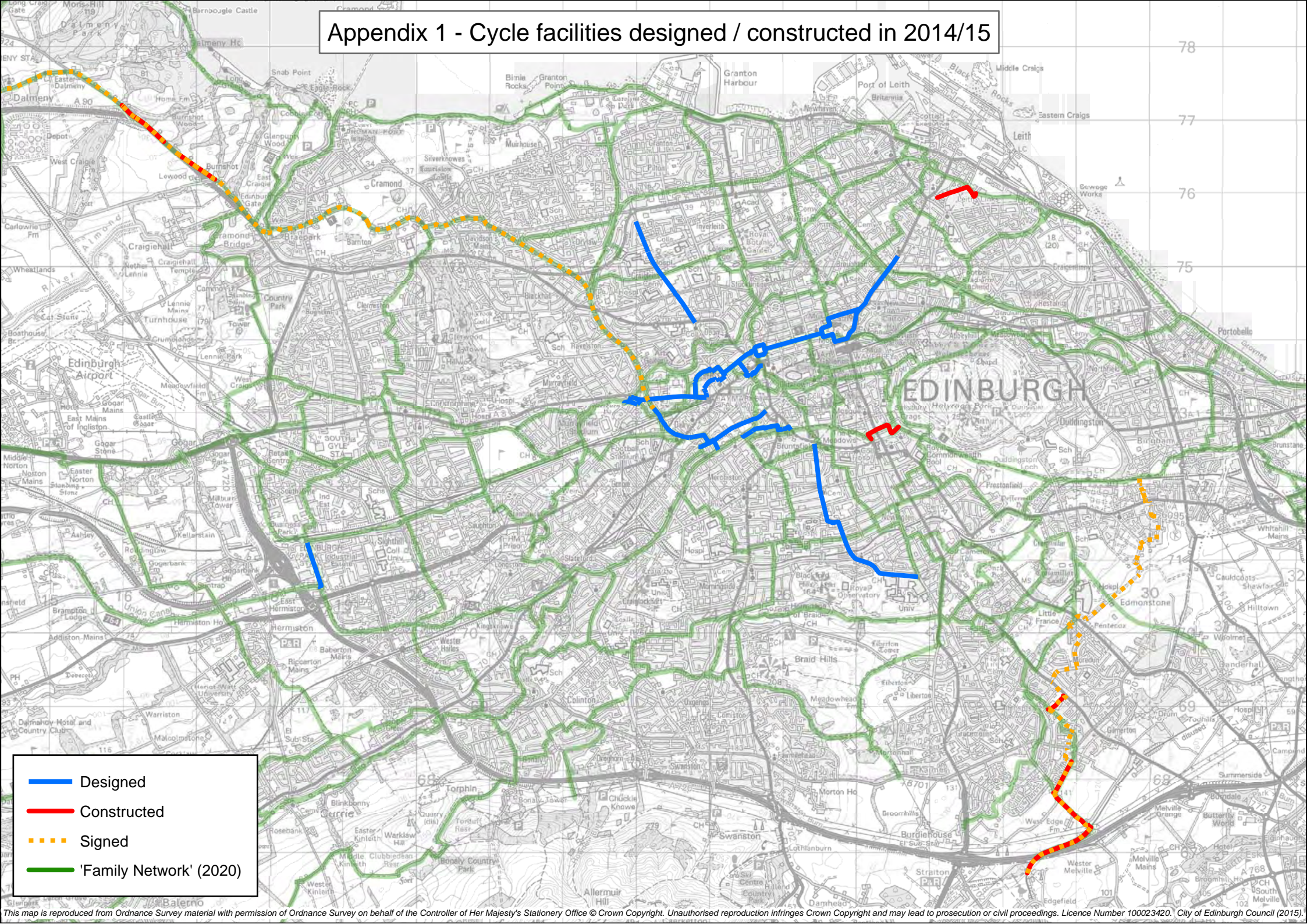
Contact: Chris Brace, Project Officer (Cycling), Strategic Planning

E-mail: chris.brace@edinburgh.gov.uk | Tel: 0131 469 3602

Links

Coalition pledges	P43 - Invest in healthy living and fitness advice for those most in need. P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. CO7 – Edinburgh draws new investment in development and regeneration. CO8 – Edinburgh’s economy creates and sustains job opportunities. CO9 – Edinburgh residents are able to access job opportunities. CO18 – Green - We reduce the local environmental impact of our consumption and production. CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all. SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1. Map showing cycle facilities designed/constructed in 2014/15

Appendix 1 - Cycle facilities designed / constructed in 2014/15



- Designed
- Constructed
- - - Signed
- 'Family Network' (2020)

Transport and Environment Committee

10.00am, Tuesday 25 August 2015

Roads Asset Management – Spray Injection Patching

Item number	7.17
Report number	
Executive/routine	Executive
Wards	All

Executive summary

This report is in response to a motion from Councillor Mowat on the use of the Velocity pothole repair system in Edinburgh. The report outlines the results of trials of this system on Edinburgh's roads and plans for extending its use alongside other new maintenance techniques as part of a new approach to roads asset management.

Links

Coalition pledges	P28 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Roads Asset Management – Spray Injection Patching

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the progress made in developing strategic asset management for the roads and associated infrastructure in Edinburgh, including proposals to introduce innovative repair systems such as spray injection patching;
 - 1.1.2 notes that a further report giving full details of the proposals for the Road Asset Management Plan (RAMP) will be presented to Committee for approval later this year; and
 - 1.1.3 discharges the motion from Councillor Mowat.

Background

- 2.1 At its meeting on 2 June 2015, Committee approved a motion by Councillor Mowat that:

"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 and notes that the Council is currently pursuing this approach."
- 2.2 Spray Injection Patching is a road repair system that is used extensively throughout the United Kingdom. The system uses high volume low pressure air to clean the road surface defect, before applying a bituminous emulsion bond coat. Aggregate is then propelled, using high volume air at low pressure mixed with bituminous emulsion. The material is compacted as it is applied. The repair can be trafficked immediately after laying.
- 2.3 The main advantage of the system over traditional excavate and renew methods, is the speed that it can be carried out. It has a reported low 'cost life index' and resultant high potential for value for money.

- 2.4 Its main disadvantages are that it is not suitable for all road defects (particularly structural failures) and road types. There are also potential safety issues where the system is used in urban areas (related to wind borne emulsion and propelled chippings).

Main report

- 3.1 The Road Surface Treatments Association (RSTA) in conjunction with the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) published a Code of Practice in August 2013 for Innovative Patching Systems, which includes spray injection patching.
- 3.2 The Code of Practice states that the system can provide the following benefits:
- reduced costs (up to 50% lower);
 - rapid installation (up to 4 times faster);
 - minimal disruption to road user;
 - zero waste generated;
 - low carbon footprint up to 85% lower; and
 - some techniques require no excavation so no risk of hand arm vibration.
- 3.3 The system is in line with the principles of 'Well Maintained Highways' A Code of Practice for Highway Maintenance Management, including those of good asset management practice and sustainability.
- 3.4 The patching system was trialled in Edinburgh in July 2013. Sites were chosen in the South West Neighbourhood and included a heavily trafficked main arterial route, a low use rural carriageway and a structural failure on an urban bus route. The repairs have been monitored since the trial and have performed well and in most cases have either kept the road in a reasonable condition, or have slowed the deterioration of the defect.
- 3.5 Similar trials have also been attended by officers from the Transport Review Team in other Council areas.
- 3.6 It is considered that repairs such as spray injection patching are most suitable for revenue funding and it is proposed that this system be included in the 'palette' of road and footway asset management techniques, that are planned to be introduced in Edinburgh in 2016. It is proposed that the system will be used primarily in rural areas but will be trialled further in urban areas.

- 3.7 Services for Communities (SfC) Transport is currently developing the roads (and associated infrastructure) strategic asset management plan. This will involve aligning revenue funded repairs, such as spray injection patching, with proactive surface treatments and renewals funded from the capital budget. Work on developing the delivery aspect of the plan is ongoing.

Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually, and independently, by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. The results are published annually by Transport Scotland in the Scottish Transport Statistics. The data for all Councils in Scotland are summarised as the Road Condition Index (RCI).
- 4.2 The use of Spray Injection Patching alongside the adoption of other roads maintenance treatments as described in section 3.6 will improve Edinburgh's RCI scores, and will deliver better value for money and reduce the pressure on maintenance budgets.

Financial impact

- 5.1 It is anticipated that the cost of the revised asset management strategy, will be funded from the existing capital and revenue budgets.

Risk, policy, compliance and governance impact

- 6.1 The proposed asset management accreditation and assurance system will monitor and manage compliance and risk.
- 6.2 There are no significant compliance, governance or regulatory implications anticipated as a result of approving the recommendations in this report.

Equalities impact

- 7.1 An improvement in the condition of the roads asset in Edinburgh will benefit all road users, including those with mobility difficulties.

Sustainability impact

8.1.1 The proposals in this report will help achieve a sustainable Edinburgh because the principles of strategic asset management, support sustainability in terms of reducing whole life costs, recycling and waste minimisation. In addition to this, improved road asset condition will improve ease of travel and safety on the road network.

Consultation and engagement

- 9.1 Councillor Mowat has been consulted on the contents of this report.
- 9.2 A presentation of the development of the RAMP was made to the Transport Forum on 28 August 2014.

Background reading/external references

[RSTA Code of Practice for Innovative Patching Systems Issue 1 August 2013.](#)

['Well Maintained Highways' Code of Practice for Highway Maintenance Management \(Roads Liaison Group\).](#)

[Scottish Transport Statistics, Transport Scotland \(all issues\).](#)

[BS ISO 55001:2014 Asset Management.](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix 1 – Road Condition Index (RCI) by City and Year</p>

Appendix 1: Road Condition Index (RCI) by City and Year.

City/ Year	2008	2009	2010	2011	2012	2013	2014
Edinburgh	39	34	33	35	33	28	34
Aberdeen	22	25	31	35	32	24	23
Dundee	25	23	26	28	26	23	34
Glasgow	25	25	30	34	31	26	27
Scotland	37	34	36	38	36	29	29

Source: Scottish Transport Statistics (all editions) published by Transport Scotland.
Extract from Scottish Road Maintenance Condition Survey - Not National Statistics

Notes

- 1 The Road Condition Index (RCI) is a national indicator of road condition. The value gives an indication of the percentage of the road network that requires some form of maintenance ranging from minor to major works. RCI 'Scanner Surveys' are carried out independently for all Local Authorities.

From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RC. More detailed information on the changes can be found at the following web link

<http://scots.sharepoint.apptix.net/srmcs/General%20Publications/SCANNER%20RCI%20Explanatory%20Notes.p>

- 2 While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06, it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those years. As unclassified roads represent a significant part of the total road network, RCI data for the network is similarly not available for this period. It is important to note that owing to the different formulation, no valid comparison can or should be made between the two series.
- 3 The categories used to indicate the condition of the road are described in Section 3.7 of the text. In brief: amber - further investigation should be undertaken to establish if treatment is required red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken. - See more at:
<http://www.transportscotland.gov.uk/statistics/j357783-07.htm#sthash.C5jzokj4.dpuf>

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

School Streets Phase 1 Consultation on Experimental Traffic Regulation Order

Item number	7.18
Report number	
Executive/routine	
Wards	1 - Almond 8 - Colinton/Fairmilehead 11 - City Centre 14 - Craigentinny/Duddingston 15 - Southside/Newington

Executive summary

On 3 June 2014, the Transport and Environment Committee agreed the selection of eleven schools to participate in the proposed school streets pilot to be introduced in two phases.

An Experimental Traffic Regulation Order (ETRO) was advertised on 5 June 2015 on the proposals for the six schools in Phase 1 of the project. This report advises the Committee of the representations made to the Council during the statutory consultation period and makes recommendations to address objections received.

Links

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

School Streets Phase 1 Consultation on Experimental Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the responses to the objections and the steps that have been taken to address those objections;
 - 1.1.2 agrees to set aside the objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered should Committee decide to make the Order permanent;
 - 1.1.3 agrees the proposal for implementation of the approved Phase 1 schools in September 2015;
 - 1.1.4 notes the update on the further discussions on revised proposals for the Sciennes and Buckstone schemes with local residents, school and Royal Hospital for Sick Kids;
 - 1.1.5 agrees on the inclusion of carers providing care on behalf of the Council as an excepted party; and
 - 1.1.6 agrees to the proposal to provide schools with a single permit.

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 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 a permit.

- 2.3 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.
- 2.4 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.
- 2.5 There was a high level of interest from schools to participate, so on 3 June 2014, Committee approved the selection of eleven schools to be implemented in two phases, provisionally September 2015 and February 2016.
- 2.6 An informal consultation on both phases ran from 15 December 2014 to 27 February 2015 to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals for the pilot schools. The main topics for comment were the streets to be included within each scheme, excepted groups and hours of operation. A total of 833 responses were received, with 75% of the respondents in favour of progressing with the school streets concept. This feedback was used to formulate the draft ETRO which was advertised on 5 June 2015.

Main report

- 3.1 It is proposed that the school streets pilot schemes will be implemented in two phases. This formal ETRO consultation was undertaken for the schools in Phase 1, which includes the following primary schools (plans attached in Appendix 3):
 - Abbeyhill;
 - Duddingston;
 - Colinton;
 - Cramond;
 - Sciennes; and
 - St John's RC.
- 3.2 The draft order for the Phase 1 scheme was advertised in June 2015. In accordance with the applicable legislation, notices were placed on-street, adverts placed in the local press and copies of all of the relevant documents were placed at the reception in the City Chambers, so that any interested parties could view them.

- 3.3 In addition to the legislative requirements set out in 3.2, electronic copies of all of the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, TellMeScotland.gov.uk. A letter explaining the process and how to make views known to the Council was also delivered to every property within the area affected by the draft order, thereby ensuring that residents and businesses were made aware of the consultation process. Letters were also delivered to residents living on the periphery of the schemes at Cramond, Duddingston and St John's RC Primary Schools, who may also be affected by the implementation of the schemes.
- 3.4 At the end of this formal consultation period the Council had received a total of 76 responses. Of those 45 (60%) indicated that they broadly supported the proposals, while 13 (17%) indicated their opposition to the scheme. A further 18 responses (23%) made comments regarding the proposals which could be classed as neither supporting nor opposing the proposal. A total of 10 of the responses were from residents in a proposed school street, whilst 31 were from residents of surrounding streets. The remaining 35 were split between parents of Sciennes (29) and Duddingston/St John's (3), general public (2) and Fairmilehead Community Council.
- 3.5 The opposition that exists is strongest in streets or part of streets, which are on the periphery of the schemes, especially at Cramond, Sciennes, Duddingston and St John's RC Primary Schools. A total of five residents living around the Cramond scheme opposed the current scheme; this is made up of two from Cramond Gardens, one from Cramond Park, one from Cramond Avenue, and one from Fair A Far. The objectors to the Duddingston and St John's RC scheme lived in the streets to the south of Duddingston Road, namely two from Duddingston Avenue. One resident from the section of Sciennes Road outwith the scheme also made an objection. In addition, 15 respondents made neutral comments from these streets.
- 3.6 The other objections came from residents within the proposed scheme, namely three from Cramond Terrace and one from Livingstone Place. The final objection was made by Fairmilehead Community Council, on the grounds that, as there is a proposed scheme in Phase 2 in their area, namely Buckstone Primary School, they wished their objections to be considered at this stage. In total, given that the number of properties within the six schemes is in excess of 550, this is a low number of objections.

3.7 The topics which elicited the greatest number of responses, and which are directly related to School Streets, are indicated and discussed below:

Displacement of traffic	7
Exceptions	4
Road safety issues	3
Hours of operation	2
Enforcement	2
Waste of money	2
Consultation	2

Displacement of traffic

3.8 The issue of displacement featured in seven objections, with respondents concerned that the school streets closures would merely move parental and staff parking problems elsewhere. The greatest concerns were raised by residents of Cramond Park and Gardens, and Duddingston Avenue. They cited already high levels of school parking with concern that this scheme would just increase the problem. A number of measures will be introduced prior to the implementation of the scheme to mitigate these concerns, including:

- White Access Protection Markings across and opposite driveways;
- Double yellow line restrictions on corners at the entry to the schemes to make it easier for pedestrians to cross in safety;
- Cutting back of any overhanging vegetation on footways to make it easier for pedestrians to pass;
- Production of a walking and cycling map for each school identifying locations further away from school streets in which to park or drop off; and
- Promotion and reward scheme for 'Park & Stride' participants. Pupils will receive rewards if they demonstrate they have travelled by sustainable modes, rather than by car. The schools have already spent a term using Living Street's Walk to School resources that encourage pupils to walk, scoot and cycle to school. This will be continued in the new school year in the build up to the proposed start of the project in mid September.

Exceptions

- 3.9 Objections were raised by 4 respondents regarding groups which should be given an exception from the ban and are currently excluded in the draft Order. These included:
- Taxis;
 - Deliveries;
 - Tradesmen;
 - Visitors;
 - Healthcare workers outwith the Controlled Parking Zone; and
 - Carers.
- 3.10 One of the objectives of the scheme is to reduce significantly the number of vehicles which have access to the school streets so as to encourage more parents to walk or cycle with their children to school. If all the above groups were given an exception from the scheme, this would not be achieved. By keeping the zones as short in length as possible, it means that delivery vehicles and visitors arriving or departing during the closure periods would not have far to access properties on foot, if they parked on the periphery. Any visitor or tradesman already within the zone during the closure periods can remain legally, as the prohibition relates to moving vehicles, not parked ones.
- 3.11 Workmen needing access for emergency work, such as public utility companies, are already exempt from the proposals. The Council has had discussions with representatives from the Road Haulage and Fleet Transport Associations regarding deliveries and we are working together on ways of communicating information to their members regarding the restrictions.
- 3.12 In the draft Order it is listed that only healthcare workers, such as doctors and registered nurses operating within the Controlled Parking Zones (CPZ) will be exempted. As most of the school streets proposals are outwith the CPZs, this exemption will be extended to include all qualifying healthcare workers.
- 3.13 The Committee raised concerns, at its meeting on 2 June 2015, regarding the exclusion of carers from the list of excepted groups. After discussions with the Council's Health and Social Care Department, it has been proposed that carers providing care at home on behalf of the Council or NHS Lothian will be exempt and issued with a permit. This will include carers employed directly by the Council and by private contractors operating on behalf of the Council.

- 3.14 There are currently 41 residents within the schemes receiving care at home, broken down into three at Cramond and one each at Sciennes and Duddingston; the remaining 36 are within the retirement homes and sheltered housing at Abbeyhill. It will be possible to control the number of permits issued to this group, so regulating the number of vehicles entering the zones. Many of these carers travel on foot or by bike and public transport as parking is already limited in the CPZ and city centre streets. Family members will not be exempt as it is not possible to fairly assess who would be eligible for a permit, and, unlike Council contracted carers, they may be more flexible on the hours of operation.
- 3.15 One permit will also be issued to each school to be used at the discretion of the Head teacher for emergencies, such as pupils requiring urgent medical treatment.

Road Safety Issues

- 3.16 Three objections were raised as to the definition of what 'road safety issues' these pilot schemes were aiming to address. As part of the school selection process, schools wishing to participate had to put forward a business case outlining the problems that they were experiencing and actions they had already undertaken to mitigate them. These include significant concerns on pupil safety due to congestion, irresponsible parking, cars making tight three point turns at school gates next to narrow pavements, time spent by school staff dealing with parking and road safety issues rather than focusing on learning and teaching and increasing tension with neighbours.
- 3.17 The schools in the Phase 1 pilot have already undertaken a number of education, training and publicity activities identified in their school travel plan to tackle these issues, such as pedestrian and cycle training, participation in the Junior Road Safety Officer scheme, road safety curriculum work, promoting and operating walking buses, and publicity campaigns to curb parking on the School Keep Clear markings, all with limited success. The schools feel they have done all that they can and that the school streets proposals are seen as the next and more appropriate step to mitigate these issues.

Operating Times

- 3.18 There were two objections regarding the length and timings of the closures; one stating it was too long, the other that it was too short and should cover the lunchtime period. In order to reduce the impact on the residents, with regard to deliveries, taxis and visitors, it is proposed to exclude lunchtimes from the Order as few children go home for lunch and there are only a small number of nursery children arriving and departing during this period.

- 3.19 A request was made for the exact dates and times to be written on the signs, rather than vehicles prohibited 'When signs flash'. Listing all the term dates on individual signs would make signs excessively large and would require replacement at the start of the next school year. The flashing lights in the corners of the signs give out a clear and unambiguous message regarding the operating hours. There was also a request for a blanket ban from August to May; this would result in longer periods of operation than would be necessary and undermine the purpose of the scheme.

Enforcement

- 3.20 A total of two objections were raised regarding how the scheme would be enforced. They were concerned that drivers would flout the restriction, especially if the Police were not in attendance to carry out enforcement. The Council will work with Police Scotland to ensure that levels of enforcement will be appropriate to ensure this does not happen.

Waste of money

- 3.21 Two objectors suggested that the funding would be better spent on road maintenance, including re-marking white lines and resurfacing. This scheme is to be funded from the Road Safety capital budget allocation towards Safer Routes to School, which cannot be diverted into revenue maintenance schemes. As part of the mitigating measures, re-marking of existing white lining, especially Access Protection Markings, will be undertaken.

Consultation

- 3.22 Two residents made an objection on the grounds that no information had been given to residents in and around the proposed school street zones. As well as the statutory notices in the press and on-street, letters providing information about the consultation were hand delivered to approximately 500 residents and businesses within the proposed school streets, as well as those on the periphery. Parents were also informed by a variety of sources, including letters home from school, on school websites and via social media. Every reasonable effort was made to ensure residents were aware of the consultation.
- 3.23 Full details of all the responses received and answers to them can be found in Appendix 1; Appendix 2 indicates the origin of each of the responses.
- 3.24 Concerns had been raised by Royal Hospital for Sick Children (RHSC) about the introduction of the scheme on Sciennes Road along their frontage. During the scheme's operating hours, the current proposals exclude access to the car park and delivery entrance of the hospital and to 31 pay and display bays on Sciennes Road, unless the vehicle displayed a Blue Badge or other relevant permits.

- 3.25 A traffic survey was carried out between 28 May to 3 June 2015 to monitor vehicles accessing the hospital's delivery entrance and staff car park to quantify the impact of the closure on the hospital's operation. On weekdays, there were a daily average of 100 vehicles through the delivery access, approximately 35 during the morning and then again during the afternoon closure periods. There were on average 66 vehicles through the car park daily; very small numbers of vehicles were moving through the car park during the proposed closure periods, indicating that the majority of vehicles are parked within the car park at these times, rather than taxis dropping off or picking up patients.
- 3.26 In response to these concerns, it is proposed to amend the draft Order to include as an excepted group, *'goods vehicles, taxis and private hire vehicles entering/exiting the Royal Hospital for Sick Children via Sciennes Road.'*
- 3.27 The other concern is that hospital visitors will be denied access to 31 pay and display bays on Sciennes Road during the closure periods, which could result in late arrivals for appointments as a result of parking further away. An examination of the occupancy records for these parking spaces show that the number of vehicles could be accommodated within pay and display, or shared use bays in surrounding streets to the south of Sciennes Road, as indicated in the table below:

Street Name	P&D Places	Shared Use Place	Permit Holders
Chalmers Crescent	8	30	6
Hatton Place		34	14
Lauder Road (Hatton Place to Grange Road)		20	12
Mansion house Road (Hatton Place to Grange Road)		21	13
Tantallon Place		22	7
Total	8	127	52

- 3.28 The highest level of support in the formal consultation for the introduction of school streets was received from parents/guardians at Sciennes with 29 (65%) of the total respondents in favour. They supported the idea of making concessions to the Hospital if it meant an early introduction of the scheme before the Hospital is relocated.

- 3.29 The results of the informal consultation reported to the Committee on 2 June 2015 showed that 53% of the respondents were against the concept of school streets in Buckstone, with 47% in favour. The breakdown of the 119 respondents was 66 (55%) residents, 46 (39%) parents, 5(4%) general public and 2 (2%) local businesses. The school Parent Council met on 19 May and 18 June with Council officers, Community Police, and local Councillor to discuss whether to continue with their participation in Phase 2 of the project, given the potential level of local opposition to the scheme.
- 3.30 The school is located within a complex network of residential streets with high density housing, narrow streets and high car ownership. This has resulted in the potential for high numbers of residents' vehicles legitimately being driven within the zone at the time of the closures, thus undermining the confidence of parents to let pupils walk and cycle to school. There are also concerns about the impact of potential displaced parking on the periphery of the scheme.
- 3.31 Currently, it is a small number of persistent offenders who park illegally and inconsiderately for pedestrians and cyclists. There is a desire to look at ways of targeting these parents as well as encouraging the wider school community to walk and cycle more. In the autumn term, the school would like try a number of initiatives and, depending on the success or otherwise of these, re-evaluate its participation in the school streets project at end of autumn term 2015. These initiatives could include:
- Promotion of a walking and cycling through the Walk to School travel tracker, which rewards pupils who travel to school in an active way, including 'Park & Stride'.
 - Promotion of a voluntary one-way system around school to ease traffic congestion.
 - Participation in ParkSmart campaigns combating parking on School Keep Clear markings.
 - Investigate increasing levels of enforcement activity with parking attendants and Community Police.

Next Steps

- 3.32 The proposed implementation date for the approved Phase 1 schools is 22 September 2015. Prior to this, the following actions will have been completed:
- Late July – information was sent to all residents outlining the procedure for applying for permits;
 - August – all white lining and signing work in streets on the scheme periphery will be carried out;

- 26 August –start issuing permits to residents and local business;
- Early September – flashing signs and accompanying information signage will be installed on street;
 - road shows will be held in schools to provide information to parents and residents;
 - lamppost wraps will be installed within affected streets reminding residents to apply for a permit; and
 - media campaign through social media, posters, plasma screens and the press.

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; and
 - (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, focus groups and questionnaires.

Financial impact

- 5.1 The cost for implementing the proposals at the six schools in Phase 1 is approximately £60,000 for the entry signs, additional mitigating measures, such as white lines and signs, monitoring and evaluation and the issue of permits. This will be met from the Road Safety capital and revenue budgets in 2015-16.
- 5.2 A contribution of £9,000 has been allocated from the Scottish Government's Smarter Choices, Smarter Places funding for promotional materials.
- 5.3 The report outlines total capital expenditure plans of £60,000. If this expenditure were to be fully funded by borrowing, the overall loan charges associated with this expenditure over a five year period would be a principal amount of £60,000 and interest of £11,134, resulting in a total cost of £71,134 based on a loans fund interest rate of 5.1%. The annual loan charges would be £14,227.

Risk, policy, compliance and governance impact

- 6.1 The authorisation to promote an Experimental Traffic Regulation Order on 2 June 2015 initiated a formal statutory process.
- 6.2 The objections to the ETRO have been considered and addressed. The principal risks associated with this initiative are summarised as:
- lack of enforcement;
 - non-compliance by motorists; and
 - no change in parental behaviour.
- 6.3 These risks will continue to be managed through the School Streets Steering Group which will continue to oversee the project. The Steering Group comprises 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.
- 6.4 An ETRO provides a flexible opportunity for a Local Authority to pilot new transport concepts 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. The maximum period for which the ETRO can be in force is 18 months, so if approval is given by this Committee to implement Phase 1 schools in September 2015, then its expiry date will be February 2017. An appropriate TRO would then need to be promoted and made following a further period of consultation if the project was to be made permanent.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider School Street Experimental Traffic Regulation Order project, which will run until at least August 2017.

Sustainability impact

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

Consultation and engagement

- 9.1 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.
- 9.2 Letters providing information about the consultation were also delivered to residents as outlined in paragraph 3.3.

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.

Committee report on responses to informal consultation for school streets 2 June 2015

John Bury

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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 - Formal Consultation Responses
	2 - Responses by school and street
	3 - Plans of six Phase 1 schools

Appendix 1 –School Streets Phase 1 Formal Consultation Responses

(76 responses)

Type/School	Objection/Comments	Incidence	Response
<p>Displacement of parking on to surrounding streets- Duddingston</p>	<p>Concerned that this will cause an increase in traffic parking on Duddingston Ave.</p> <p>I live in Duddingston Avenue and the road is already highly congested during school drop off and pick up times, this will only increase when the supposed closures go ahead.</p> <p>I agree with street closures but hope that the parking in Duddingston Avenue does not get any worse at the closure times as I find that it can be difficult to get out my driveway because of parents dropping of their children.</p> <p>As a resident of Duddingston Avenue, I can tell you that both Duddingston Avenue and Durham Terrace already experience high volumes of parking during school run times. Unfortunately, this includes some quite dangerous parking on corners and at junctions and irresponsible parking in front of residents' driveways. Moving traffic and car parking out of the Hamiltons will exacerbate problems elsewhere. Duddingston Avenue is no further from an entrance to Duddingston Primary than Hamilton Drive is. If parents can't park close enough on one street they will simply use the next best alternative.</p> <p>Whilst I welcome such measures I have to say that I do not think the measures go far enough. Residents in Duddingston Avenue already suffer daily from the so called school runs by inconsiderate parents. Whilst you appear to appreciate the knock on effect of the problem you do not offer a permanent or sustainable solution to control or enforce control measures for areas where increased congestion will now become more apparent. Local residents currently find themselves unable to park on the street outside their premises or find streets congested to the extreme during school start and finish times because of parents dropping off their children. You are not fully addressing the problem merely moving part of the overriding issue</p>	<p>Total: 8</p> <p>5 Residents Duddingston Avenue</p>	<p>Duddingston Avenue, Durham Terrace and the surrounding streets have not been included within the school streets proposal as they are separated from the school gates by Duddingston Road. The proposal is to include only streets with direct access to the school.</p> <p>Additional lining will be installed, including Access Protection Markings across driveways and 20mph roundels in August ahead of the implementation date.</p>

	<p>This will just move the problem to the streets nearer the school, namely one end of Duddingston Avenue and the top end of Durham Terrace. Should these streets not also be included in the traffic order? We already experience parking issues from parents in these streets during school hours, the restrictions proposed for the Hamilton streets will only make this considerably worse and unacceptable.</p> <p>We feel that by doing this you will just be moving the problem elsewhere. At present Duddingston Avenue and Duddingston Road are extremely congested at these times with vehicles often doing U turns and drivers flinging doors open without regard to passing traffic. This makes for a very difficult job for the Lollipop man at Duddingston. Already Duddingston Terrace is used as a rat run to avoid the main road and traffic lights on it and a lot of pupils walk and cross this street.</p> <p>I think closing streets will only push the traffic to other nearby streets. I live in Durham Terrace which is used at the moment by parents in a rush to avoid the lights at the crossroads of Duddingston Road & Mountcastle Drive South or to park in Duddingston Avenue Are the Council also thinking of closing off other streets if they are affected by the changes?</p> <p>.</p>	<p>3 Residents Durham Terrace</p>	<p>This scheme is being promoted under an Experimental Traffic Regulation Order (ETRO) which can only be in force for a maximum of 18 months. At this point a full evaluation will be carried out as to whether it should be made permanent. There are no proposals to make changes to the scheme during the experimental period.</p>
<p>Displacement of parking on to surrounding streets-St John's</p>	<p>While the situation in Hamilton Terrace is admittedly dreadful, and needs addressing, drivers are aware that there is a school in the immediate vicinity and drive slowly in the majority of cases – my concern is that this isn't necessarily the case on the surrounding streets where drivers not local to the area may not be expecting as many children on foot as there will be in future</p> <p>The practical arrangements remain a little unclear. However, the principle of the temporary closures is very strongly supported by us.</p>	<p>Total: 2</p> <p>Resident Durham Road</p> <p>Resident Hamilton Terrace</p>	<p>Further information on the operation of the scheme, including FAQ sheets will be sent to residents in late July, including on how to apply for a permit, groups which are exempt and enforcement.</p>

<p>Displacement of parking on to surrounding streets-Cramond</p>	<p>Why is Cramond Gardens not included in the plan? Currently plenty of school-related parking in the street which can be expected to increase significantly when the included streets are taken out of the equation.</p> <p>I am concerned that the current proposal will move traffic congestion to Cramond Gardens with the Cramond Avenue, Cramond Gardens and Cramond Park becoming dangerously congested with parked cars and being a loop that cars take as children are dropped off. My view is that these streets should also be included in the closure.</p> <p>By preventing vehicles from accessing specific roads during the school entry and exit times, it will inevitably reduce, if not eliminate, any potential road safety issues <i>at those locations</i>. However, it is questionable whether preventing vehicular access is going to completely stop road safety issues in the wider area; it will simply move the issues away from the school gates.</p> <p>I feel that the restrictions are not enough. I think it is a good scheme, but a few more roads should be included. The restrictions on Cramond Bank and Gamekeeper's Loan are going to turn Cramond Gardens and Cramond Park into a dangerous area, especially at the area where the children cross at the top of Cramond Park. Cars park here all the time at the moment causing obstructions to pedestrians crossing. I feel that the proposed restrictions are going to make this area worse, not better</p> <p>I write to object to the plans to implement the traffic management measures associated with Cramond Primary School. I live on Cramond Gardens and I currently endeavour to travel locally on foot or by bicycle. I try to encourage my children to walk or to use the bikes to get around rather than taking the car. However if the level of traffic on Cramond Gardens increases then this will be unsafe and we will have no alternative than to use the car for all journeys. It seems to me that effectively closing Cramond Terrace to traffic at school start times and school end times will force motorists to use the Cramond Gardens/Cramond Park loop instead as this will be the only alternative.</p>	<p>Total:14 7 Residents Cramond Gardens</p>	<p>The school streets concept is new to Edinburgh and a decision has been made to trial the proposals at a small number of schools across the city for 18 months. The type and layout of the streets is different as they include a cul-de-sac with single entry point, loop roads with two entries and wider areas with multiple entry points. Cramond is an example of the later with closures around all three of the school gates.</p> <p>A decision has been made for the trial to keep the streets subject to the closure as short as possible. Wherever the closure point is located it is acknowledged that there will be a degree of displacement around the periphery, but by moving the parking to a wider number of streets it should be better dispersed.</p> <p>A wider area also means that there would be a greater impact on visitors, deliveries and other vehicles wanting to access the streets as they would have to park even further away from their desired destination.</p>
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	<p>The restrictions on specific streets for designated times will mean that those who currently drive their children to Cramond Primary will find nearby alternative drop off and pick up places. Already the top 50-100 yards of Cramond Gardens/Park are used to park vehicles at school entry and exit times and the proposals are likely to lead to even more of this relatively narrow street being taken up by vehicles. That merely shifts the problem so all vehicles should have to drop off/pick up on Gamekeepers Road which is a much wider thoroughfare.</p> <p>No restriction placed on traffic circulating via Cramond Gardens and Cramond Park when parents attempt to get as close as possible to the school gate - the number doing so is bound to increase. As residents, we see children cycling and walking to school along Cramond Gardens on a daily basis and in steadily increasing numbers. Either Cramond Gardens or Cramond Park, but preferably both, should be included in the school streets.</p> <p>Our only concern with your proposed traffic regulation order is that it may inadvertently move the inconsiderate traffic parking issue further away from the school and start blocking up other streets such as Cramond Grove. What assurances can you give that this will not happen?</p> <p>I don't see an advantage to this scheme. I don't think it will persuade those who already use their cars to drop off or pick up to start walking or cycling. I think it will push the cars onto streets just a little further away and more importantly increase the amount of cars parking on the main road. I am not in favour of this scheme as I think the increased amount of cars parking on the main road will be more dangerous than the current situation.</p> <p>Whilst I am absolutely supportive of the principle behind this, I wish to point out that the section of Cramond Avenue meeting Whitehouse Road is already congested by traffic associated with Bright Horizons Nursery. In implementing the proposed restrictions on Cramond Terrace this will exacerbate parking and congestion on Cramond Avenue. Therefore a similar restriction for Cramond Avenue (or at least the section of Cramond Avenue between Whitehouse Road and Cramond Terrace) should also be considered within the existing proposal.</p>	<p>Resident Cramond Grove</p> <p>Resident Braehead park</p> <p>1 Resident Cramond Avenue</p>	<p>Cramond Gardens and Park form a continuous loop; if only one of them was to be closed then vehicles would need to turn in the middle of the loop which would increase the potential danger to people on the footway.</p>
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	<p>Why is Cramond Park omitted from the exclusion zone? Will this not just mean that everyone taking kids to school will park all along Cramond Park and use it as the access to and from the school doing pick ups and drop offs?</p> <p>All your scheme will do is move clustering of vehicles to Cramond Gardens and Cramond Park, where it will be no less dangerous than before. It will also require parking to take place in those two streets, rather than just dropping off the child near the school, because that child will no doubt then have to be escorted to the school gates.</p> <p>I support the zoning and parking restrictions for Cramond Primary, however this will mean people will park down Fair a Far, where the double yellow lines are already ignored by school traffic and residents. The whole point of the lines was to allow cars exiting FAF to have visibility of the road to the left and right without having to pull halfway across Whitehouse Road to see oncoming traffic. If this is not policed adequately, then there will be an accident.</p> <p>I wish to object to the ETRO. The proposals you outline that your Road Safety team will be working on should have been implemented first. Congestion is caused by inconsiderate parking by the parents and not by the actions of the residents. The speed bumps already reduce traffic speed and all the other benefits you outline for this scheme would be achieved by other measures. The main effect of the proposed school street scheme is great inconvenience to residents. None of us would ever wish to endanger a child. I have lived here for nearly 30 years and have not been aware of any traffic accidents concerning a pupil at Cramond Primary in this street. I feel that these access restrictions times are an extreme measure which only causes great inconvenience to residents.</p>	<p>2 Residents Cramond Park</p> <p>Resident Fair a Far</p> <p>Resident Cramond Terrace</p>	
Exemptions-taxis	<p>The ban on taxis will result in residents being unable to go or come from a hospital appointment for 90 minutes a day. Using public transport is not an option – we rely on taxis or family members or friends. The same for accessing the airport or bus and railway stations.</p>	<p>Total: 4</p> <p>3 Residents Cramond Terrace</p>	<p>It is proposed that the only taxis which will be exempt from the closure are those contracted to Children & Families Dept to escort pupils to and from school. The Council has a duty of care to ensure these</p>

	<p>If taxis are exempt travelling to the school, then I think a case can be made for all taxis to be exempt. We use taxis to travel to and from Edinburgh airport, Waverley Station and hospital appointments. We have no control over when we need to arrive or return from these locations. I do not think that the number of taxis used in the street on a daily basis would have any detrimental effect on road safety.</p> <p>These arrangements seem to be anti-resident with, in particular, a banning of taxis during the given hours. In Cramond Terrace and Cramond Crescent alone the amount of pensioners, some who live alone and have to rely on others to take them shopping or to the station by taxi, is over 70% .</p> <p>Taxis/private Hire vehicles should be included. On many occasion persons require uplifting to be taken to medical appointments, hospital, the airport or rail station. Times of such journeys are outwith the control of the passenger and driver are dictated by appointment or departure times. This is inherently unfair and discriminatory particularly in the case of the elderly or disabled who are only able to walk short distances due to their condition.</p>	1 Community Council	<p>children are taken all the way to the school gate; they could not be left at the edge of the zone. The numbers of children involved is very small across all six schemes; currently no pupil arrives by taxi at Cramond.</p> <p>By keeping the zones short, the distance that a taxi would need to stop away from a property is reduced to a minimum.</p> <p>As it is a trial, then the impact will be assessed at the end of the 18 month period.</p>
Exemptions- visitors	<p>We have a daughter who visits for lunch with a young child. It is ridiculous, and potentially dangerous, that she cannot park at our house but will now be expected to walk round to Whitehouse Rd in all weathers carrying children and bags just in case she might have to leave during prohibited times. This also affects all visitors to our house.</p> <p>What about residents who do not drive, will their family helper be allowed to have a permit, even though they do not live in the Terrace? I am afraid that those who should be taking notice of the restrictions will ignore them.</p> <p>Your plan is ill thought out and takes no account of the needs of residents whom rely on family members for care. It is not too late to think again. Do the simple thing and penalise the offenders, parents, and ban them from parking in our streets and leave the residents to go about their business unhindered.</p>	Total: 5 3 Residents Cramond Terrace	<p>See comments above regarding taxis.</p> <p>The rationale behind the scheme is to trial one which is simple to operate and low cost to install, with a minimum level of bureaucracy required to run it.</p> <p>Expanding the number and type of permits will be difficult to control if they were issued unregulated to visitors and relatives.</p> <p>The closures at Cramond are for 40 minutes in the morning and 50 minutes in the afternoon. Maximum. They are only in force on school days, so for the majority of the year the restrictions will not be in force and no restriction will be put on the residents.</p>

	<p>Our parents both do a lot of childcare for us – would we be able to get permits for them? Is there any sort of visitor permit as I have a lot of friends who visit?</p> <p>What about people visiting local residents? What arrangements are there for temporary permits for visitors?</p>	<p>Resident Hamilton Drive West</p> <p>Resident Livingstone Place</p>	<p>No temporary permits will be issued.</p>
<p>Exemptions – tradesmen & deliveries</p>	<p>A clearer definition of "such as emergency vehicles" is needed. If I have a burst pipe I would certainly expect a plumber to have access to my house to deal with this emergency. I have a concern that various tradesmen will refuse to come to properties in this street. I would hope that the safety of my family and fabric of my house will not be put in danger by these restrictions.</p> <p>Many in Cramond Terrace have a gardener, who may arrive after the morning time but she will move about the Terrace during the day. She will be restricted from working and giving much needed help to the elderly residents.</p> <p>The restrictions on deliveries are unreasonable and unfair- we will become a no go area as a result of the proposals. It is ludicrous to ban workmen, including emergency plumbers, from arriving or departing during the ban period.</p> <p>Although the draft order does detail types of vehicles and circumstances which will be exempt from the restrictions, it is written in such a way that many may find it difficult to interpret. If the proposal is implemented, it will be essential to provide residents and parents with clear, unambiguous guidance on what is and is not allowed. It can be difficult to predict exactly when these types of deliveries occur and communication to them of restricted times may not be possible, leading to undelivered items.</p>	<p>Total: 7 3 Residents Cramond Terrace</p> <p>Resident Cramond Gardens</p>	<p>A full list of vehicles which are excepted from the prohibition will be issued to residents when it is approved by the Transport & Environment Committee on 25 August. It is proposed to include vehicles from the local authority and statutory bodies carrying out emergency repairs to the road or buildings in or adjacent to the school street.</p> <p>The ETRO only prohibits vehicles from moving during the closure period, so the gardener will only be prohibited from moving her vehicle for the 90 minute period; throughout the rest of the day it can be moved at will. This should not create too much of an inconvenience to her visits.</p> <p>It is acknowledged that the wording that has to be used in the legal draft ETRO document is not in the simplest language; the FAQ sheet to be issued if the scheme is implemented will be in Plain English with clear examples.</p>

	<p>How will this affect deliveries and utility providers?</p> <p>What about tradesmen from outwith the immediate area attempting to conduct business here? What if I want to get someone in to do some work in the house and then tell them they can't start at what is a normal starting time? What arrangements are there to allow <i>any</i> business which needs access to get access?</p> <p>Delivery vehicle should be included. With the large number of internet deliveries many people now have items delivered to their homes. Such delivery times are worked out by route planning software and the times of delivery are outwith the control of the recipient or even the driver. To exclude such circumstances in the modern competitive market is detrimental to good business.</p>	<p>Resident Hamilton Terrace</p> <p>Resident Livingstone Place</p> <p>Community Council</p>	<p>The Council has had discussions with representatives from the Road Haulage and Fleet Transport Associations regarding deliveries and we are working together on ways of communicating information to their members regarding the restrictions.</p>
Exemptions – Emergency services	<p>I would have thought allowing emergency vehicles access should be able to be accommodated under any programme</p>	<p>Total: 1 Parent Sciennes</p>	<p>The prohibitions in the ETRO do not apply to emergency service vehicles.</p>
Exemptions - others	<p>Although our local school is not on the first wave it is being proposed for a later stage and it is our feeling that additional schools will just be added to the Schedule rather than a new order being promoted on each occasion.</p> <p>Healthcare worker should also include “those from voluntary and private organisations who are carrying out domiciliary visits to patients residing with the CPZ” With the increasing use of voluntary and private organisations by the City of Edinburgh Council and NHS Lothian not all healthcare workers on domiciliary duties would be capable of being identified by NHS Lothian.</p>	<p>Total :1 Community Council</p>	<p>In the draft Order only healthcare workers, such as doctors and registered nurses operating within the Controlled Parking Zones (CPZ) will be given an exception; as most of the school streets proposals are outwith the CPZs this exception will be extended to include all qualifying healthcare workers. After discussions with the Council’s Health and Social Care Department, it has been proposed that carers providing care at home on behalf of the Council or NHS Lothian will be exempt and issued with a permit. This will include carers employed directly by the Council and by private contractors operating on behalf of the Council.</p>

	<p>Under "qualifying person" should be added persons attending, or being driven, to a medical practitioner or other health professional with consulting rooms within the appropriate area.</p>		<p>This request would be difficult to implement in practice, as how do you define 'appropriate area' in distance terms? Anyone who has a blue Badge or is transporting a Blue Badge holder already qualifies for an exception.</p>
<p>Access to driveways</p>	<p>I note that white lines will be painted over entry to house drives. The main problem will be that if a car parks opposite my drive then I cannot get the car out of the drive. To counter this, white lines will require to be painted opposite the drive.</p> <p>I am specifically concerned about people parking their cars across driveways and on the corner with Duddingston Terrace. Parking across driveways means that I cannot access my driveway to get my car in and out when I need to. I would ask the Council to facilitate the marking of white lines across all the driveways in our street</p> <p>The Council recognise this problem and intend to mitigate these by painting white access protection markings across driveways. This is to be welcomed and will be necessary. The Council does not specify where or, when these are to be introduced.</p> <p>Request to have white Access Protection Markings to be painted outside my drive in advance of this measure being implemented. Even now, before these measures have been introduced our driveway is regularly blocked by parents dropping children off, and thus preventing us from leaving my house by car to get to work, pick up our children etc.</p> <p>Twice in the last few months inconsiderate parking has completely blocked our drive and cars preventing us from using them.</p>	<p>Total: 5 Resident Cramond Park</p> <p>2 Residents Duddingston Ave</p> <p>Resident Durham Road</p> <p>Resident Gamekeeper's Road</p>	<p>This will be carried out prior to the implementation of the approved schemes.</p>

<p>Preventing parking on corners and pavements</p>	<p>Concerned about people parking their cars on the corner with Duddingston Terrace, which restricts access along that road for other cars. There are also instances where cars are parked on the pavement. I would ask the Council to facilitate the marking of double yellow lines on the corner.</p> <p>In some scenarios, double yellow lines on corners should also be put in place to prevent unsafe parking practices</p> <p>Also is anything going to be done about Duddingston Road parking as parents park on bicycle lanes and bus stops during these times.</p> <p>On Duddingston Road there is a school crossing patrol. By now limiting cars parking near the school at Hamilton Terrace, we are presently concerned the offenders will now park close to this designated street crossing. Can it be part of our children's safeguarding and your proposals that this crossing does not have any car parking within a designated area of risk?</p> <p>The junction with Durham Terrace and Durham Road is even now regularly 'over parked' to the extent that traffic cannot flow on occasion and access/visibility for pedestrians to cross the roads on the way to school is often severely impeded. Parents also regularly park on double yellows on Mountcastle Drive North, on the corners of Durham Road/ Mountcastle Drive North and even on the pavement immediately next to the lollipop lady crossing for children.</p> <p>Please ensure that you put in sufficient enforceable double yellows to keep roads clear so children can see to cross roads safely, and that the police enforce the restrictions rigorously.</p> <p>Double Yellow Lines required at the T Junction onto Gamekeeper's Road from Gamekeeper's Loan as many offending car users dropping off and uplifting from Cramond Primary School tend to park on Gamekeeper's Road, too close to both sides of the junction with Gamekeeper's Loan.</p> <p>The current exit from Gamekeepers Loan to Gamekeepers Road poses a significant danger of accidents as the many parked cars on Gamekeepers Road block the vision of a driver of a vehicle exiting from Gamekeepers</p>	<p>Total: 10 3 Duddingston Ave</p> <p>Parent Duddingston/ St John's</p> <p>2 Residents Durham Road</p> <p>Resident Cramond Ave</p> <p>Resident Cramond Gardens</p>	<p>The legal TRO process to install Double Yellow Lines on corners has commenced; the installation date will depend on whether any objections are received to the Order.</p>
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	<p>Loan. I suggest that double yellow lines are put in place for 50 yards or so in each direction from the Gamekeepers Loan exit so drivers exiting Gamekeepers Loan have a clear view of traffic travelling on Gamekeepers Road. I would also suggest that a resident's parking space is set out in front of each of the houses on Gamekeepers Road within the 50 yard restricted area.</p> <p>I am in favour of these proposals but only if some measures are extended around the corners of Gamekeeper's Loan on to Gamekeeper's Road. Cars park all the way along Gamekeeper's Loan right up to the junction with Gamekeeper's Road.</p> <p>With regard to the proposal to introduce double yellow lines on the corners of the junction of Cramond Avenue and Cramond Terrace, the rationale behind this decision is unclear and appears to be random. Cramond Terrace is proposed as a prohibited street and therefore parents are much more likely to try to park along either Cramond Park or Cramond Gardens, rather than walk along the entire length of Cramond Terrace. Other locations where double yellow lines could have more impact on traffic safety are the junctions between Gamekeeper's Loan and Gamekeeper's Road, between Cramond Avenue and Gamekeeper's Road and between Cramond Avenue and Whitehouse Road.</p>	<p>Resident Gamekeeper's Road</p> <p>Resident Cramond Gardens</p>	
Other mitigating measures	<p>Is anything going to be done about Duddingston Road parking as parents park on bicycle lanes and bus stops during these times.</p> <p>Can we have a painted 20MPH on the road surface?</p> <p>I also note your point about 'cutting back hedges' as a measure to mitigate dropping off in schools. Which hedges are you referring to?</p>	<p>Total:3 Resident Duddingston Avenue</p> <p>Resident Cramond Terrace Resident Durham Road</p>	<p>We will investigate this matter to see if additional enforcement is needed.</p> <p>This will be painted at the same time as other white lines.</p> <p>Cutting back of any overhanging vegetation on footways around schools to make it easier for pedestrians to pass;</p>
Permits	<p>How many permits will be issued per household where there are multiple vehicles?</p> <p>How will a motorbike be classed for the purposes of permits?</p>	<p>Resident Hamilton Terrace</p>	<p>A permit will be issued for every vehicle for which the resident is the registered keeper, (including work's vehicles and</p>

	How will this affect work vehicles which I park at my address which are registered to the business address elsewhere?		motorcycles); as long as they can prove they legally reside at an address within the school streets zone.
Enforcement	<p>Will there be some kind of enforcement of the new measures? Has anyone, considered enforcing the existing regulations prohibiting parking in the affected streets? Perhaps if the enforcement budget from the new scheme were spent on the existing regulations, we could save all the nonsense of the new scheme and achieve the same result for less money.</p> <p>My only concern about the ERT0 is that it be properly policed.</p> <p>How will the project be policed and enforced?</p> <p>How is this going to be enforced? Are Police officers going to be at each end of the road, conducting road traffic duties, or are the Parking Wardens going to be deployed? I would like to see it conducted robustly and attention given to the immediate surrounding areas to ensure the issues are not migrated.</p> <p>I fear your current proposals will also prove unsuccessful unless strictly enforced. How do you propose to enforce the traffic orders and who will be paying for that enforcement? Who will undertake that enforcement? Surely an alternative scheme would be more sensible - some form of self financing enforcement paid for by parents wanting to drop their children off at school and staffed by a private company. Once the High School has relocated use the then unused land in Duddingston Road as a drop off area to be paid for by the parents using it, similar to the drop off charge at Edinburgh Airport. Revenue raised could be a beneficial resource for the local schools.</p> <p>How will this situation be monitored and enforced? - in theory it is a good idea but if no action and monitoring is takes place people who ignore the signs will continue with this</p>	<p>Total: 6 Resident Livingstone Place</p> <p>Parent Sciennes</p> <p>Resident Hamilton Terrace</p> <p>Parent St John's</p> <p>Resident Duddingston Ave</p> <p>Resident Cramond Gardens</p>	<p>The Council will work with Police Scotland to ensure that levels of enforcement will be appropriate to ensure that the restrictions are not flouted.</p> <p>The existing restrictions are limited to School Keep Clear markings and on corners; this restriction will also reduce the issues of parking across driveways and inappropriate turning and manoeuvring at school gates.</p> <p>This scheme has been proposed as it is relatively low cost to introduce and administer and currently the Council has the legal powers to do so. There may be merit in the alternative solution, but currently it would not be practical.</p>

Evaluation	The project is to be evaluated after it has been in force for 18 months. It is not clear on what basis this evaluation will be undertaken or whether this will include further public consultation. What baseline conditions are going to be used to assess whether any improvements have been made to road safety?	Total: 1 Resident Cramond Gardens	There will be a quantitative evaluation using personal injury collision data as well as traffic speed and volume surveys. Focus groups and questionnaires will also be undertaken to seek the views of parents and residents on the proposals.
Promotion of 'Park & Stride' locations	The options for parents to park elsewhere are fairly limited to Gamekeeper's Road, Whitehouse Road, Cramond Gardens and Cramond Park and it is debatable whether these will disperse cars over a wider area. It is not clear from the proposals if any new crossing points will be set up. The proposal does not appear to include any provision for implementation of a one-way system and it is therefore likely that congestion issues will occur in these streets caused by conflict between parents' vehicles and residents' that use on-street parking.	Total: 1 Resident Cramond Gardens	This is a trial so there is no time to install additional engineering measures
Definition of road safety problems	I am writing to object to the proposal to prohibit vehicular around Cramond Primary School. I agree that it is very important to improve safety, where there is evidence that poor driving practices have had a negative impact on school children. However, I do not agree that this proposal will be effective in reducing any road safety issues in this area. What are the type and frequency of road safety issues that have been experienced? I fail to see how any road safety issues will be improved by forcing vehicles to use a different set of streets which are as confined as the prohibited streets. The need for the ETRO is given as "road safety issues caused by drivers bringing their vehicles too close to the school gates". There is no explanation given as to what the road safety issues are nor to what distance(s) are meant by "too close". It will only divert them to Cramond Avenue, from where they can drive to within 125m of the school gates. What is a "road safety issue"? Who claims this? What is the evidence for this? How many children have been killed or injured in the planned "car ban" area in the past five years.	Total: 3 Resident Cramond Gardens Resident Cramond Ave Resident Cramond Park	As part of the school selection process, schools wishing to participate had to put forward a business case outlining the problems that they were experiencing and actions they had already undertaken to mitigate them. These include significant concerns on pupil safety due to congestion, irresponsible parking, cars making tight three point turns at school gates next to narrow pavements, time spent by school staff dealing with parking and road safety issues rather than focusing on learning and teaching and increasing tension with neighbours. There have been no children killed or seriously injured in the vicinity of the Phase 1 schools; one child was seriously injured at one of the proposed Phase 2 schools.

			It is the perceived danger from traffic that prevents parents from walking or cycling with their children and which this scheme looks to mitigate.
Dissemination of Information	<p>I have been made aware of this happening only through someone I know but no information has actually been given to the residents in our area.</p> <p>Continuing direct dialogue with the local residents on streets that are likely to be impacted by these changes would also be welcome. Mail or email communications are more likely to be received and responded to than adverts in the Scotsman.</p> <p>Have you or the schools met with members of the public to inform them of plans and actions proposed and listened to views from the public?</p>	Total:3 Residents Duddingston Ave	<p>A letter explaining the process and how to make views known to the Council was delivered to every property within the area affected by the draft order, thereby ensuring that residents and businesses were made aware of the consultation process. Letters were also delivered to residents living on the periphery of the schemes at Cramond, Duddingston and St John's RC Primary Schools, who may also be affected by the implementation of the schemes.</p> <p>In accordance with the legislation, notices have to be placed on-street, in the local press and copies of all of the relevant documents are placed at the City Chambers reception, so that any interested parties can view them. Further information will be provided by letter drops to all affected properties, including FAQ sheet on how to apply for permits, operating hours and exceptions to the scheme.</p> <p>A series of drop in sessions were held at the schools attended by council officers during January and February 2015. Public exhibitions were also held in local libraries and community centres. The views expressed at these sessions have been taken on board when developing the final proposals for these schemes</p>

	The consultation is a meaningless statement when you state that the car ban "will be in force for 18 months commencing in mid September 2015"; if you have already decided, why pretend to consult? That is both arrogant and insulting.	Total:1 Resident Cramond Park	The final decision as to which schools in Phase 1 will proceed to implementation will only be made by the Transport & Environment Committee on 25 August. The statement was intended to inform consultees that by introducing the proposals through an ETRO, they could not be permanent, but only for 18 months.
Road safety education for children	<p>What you are doing is training children that they can behave as stupidly as they like because you will slow the cars down or remove them altogether. They should be taught that cars are dangerous and how to cross a road safely.</p> <p>You should be offering alternative arrangements and opportunities to parents of the schoolchildren with enhanced cycle paths and inducements for the promotion of healthier means of getting to and from school be that cycling or just walking. Only those children residing in the close proximity should actually attend the school and not those residing further away who would need transport.</p>	Total:2 Resident Cramond Park Resident Duddingston Ave	<p>The schools in the Phase 1 pilot have already undertaken a number of education, training and publicity activities identified in their school travel plan to tackle these issues, such as pedestrian and cycle training, participation in Junior Road Safety Officer scheme, road safety curriculum work, promoting and operating walking buses, and publicity campaigns to curb parking on the School Keep Clear markings.</p> <p>During the summer term, these schools have been promoting walking and cycling through the Walk to School travel tracker, which rewards pupils who travel to school in an active way, including 'Park & Stride'. This will continue if schools implement the school streets proposals.</p>
Waste of money	Road safety would definitely be more improved were you to paint some white lines on the city's roads, from which they have virtually disappeared.	Total: 1 Resident Cramond Park	The funding for this project comes from a capital budget, which cannot be diverted into revenue projects such as renewal of lining or road resurfacing.
Royal Hospital for Sick Children	It has been brought to my attention that the Sick Kids Hospital has objected to the plans due to restricting vehicular access, I would strongly urge you to resist this objection,	Total: 7 7 Parents Sciennes	To help reduce the concerns raised by the Hospital, it is proposed to amend the permit vehicles to include goods vehicles, taxis and private hire vehicles accessing the delivery entry and car park off Sciennes Road.

	<p>I understand that there may be some issues relating to vehicular access for the neighbouring Sick Kids Hospital, but would urge the Council not to bar Sciennes from inclusion in the pilot for this reason.</p> <p>Sick Kids will be relocating in the near future whereas the School will continue in situ; safety of our children should take priority</p> <p>The scheme is after all a pilot, and I believe that the situation offers an opportunity for the Council to test ways of accommodating different needs. I am sure that both the school and the hospital will be keen to work together with the Council to find mutually agreeable ways for moving forward.</p> <p>I look forward to hearing back that the Council has taken a pragmatic view to please both the hospital and the school.</p> <p>I do hope that a suitable arrangement can be found so that Sciennes can still participate in the pilot scheme</p> <p>I wanted to voice my deepest approval for the proposal to close off the streets around Sciennes school during certain periods of the day. I am keen that this goes further (obviously once the hospital has relocated) and that the whole of the main road outside the school is closed permanently.</p>		
<p>Comments - Duddingston</p>	<p>I am in favour of the road closures at specific times of the day to allow children to access school safely.</p>	<p>Total:1 Resident Duddingston Avenue</p>	
<p>Comments – St John’s</p>	<p>I am in total support of this project as something has to be done to protect residents from the mayhem that occurs on a daily basis when parents are dropping off and picking up at the school. It would appear that all common sense disappears for these short periods of time and, hopefully, this project will go a long way to stopping this.</p> <p>I am a parent and am very glad this scheme is going ahead. I have sincere hopes that this scheme will assist in improving the safety of children who attend the school.</p>	<p>Total:3 Resident Hamilton Terrace</p> <p>Parent St John’s</p>	

	<p>We support this proposal. Hopefully it will provide the incentive for parents to leave the car at home while simultaneously making it safer and more pleasant for pupils to walk or cycle to school. We look forward to calmer, quieter streets when our two children go to / come from school.</p>	<p>Resident & Parent Hamilton Terrace</p>	
<p>Comments/objections - Cramond</p>	<p>Agree entirely with the scheme as at present people leave cars with no regard for the danger and chaos they cause. Look forward to the scheme with pleasure</p> <p>I agree that many road safety issues are caused to local residents by the staff and parents of both Cramond Primary School and Cargilfield School and I welcome any efforts to reduce these.</p> <p>I am completely in favour of and support the School Streets Pilot, particularly with regards to Cramond Primary School.</p> <p>I feel this is an excellent scheme - long overdue. I tend to avoid driving the streets affected at school times as it can only be described as dangerous. Gamekeepers Loan and the junction of Cramond Park and Cramond Gardens are sometimes impassable. It is good to note that there will be exemption for residents of those streets. I hope this is a successful project.</p> <p>"73% of local residents and parents supported the proposal". No-one asked me. And what is the percentage of the residents of Cramond Terrace who support the idea that they will be banned from leaving for work or arriving home at a time of their own choosing? For all we know, you have asked only a handful of people and no residents at all.</p> <p>I would be very surprised were it actually legal to punish the car drivers in 55 households when those car drivers have done nothing wrong, are behaving sensibly and legally and are contributing nothing to your so-called and, for all we know, imaginary problem. I hope that they will simply ignore the punishment and drive as normal. Let's see you prosecute every household.</p>	<p>Total: 5 Resident Cramond Terrace</p> <p>Resident Gamekeeper's Road</p> <p>General public</p> <p>Resident Cramond Grove</p> <p>Resident Cramond Park</p>	<p>An informal consultation ran from 15 December 2014 to 27 February 2015 to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals. The main topics for comment were the streets to be included within each scheme, excepted groups and hours of operation. A total of 833 responses were received, with 75% of the respondents in favour of progressing with the school streets concept (73% for the Cramond scheme). Parents and local residents were informed</p>

			that this informal consultation was being undertaken through the school, community council, neighbourhood partnerships and public exhibitions.
Comment- Abbeyhill	Think there should be no parking in Abbey Street and certainly no school cars.	Total: 1 Resident Montrose Terrace	
Comments/objec tion - Sciennes	<p>I was delighted to hear the School was accepted into the Council's pilot scheme to make the road safer during busy school times. Currently Sciennes Road is very busy in particular at drop off time in the morning; clearly doing nothing is not an option and would be a failing on the Council's part to protect our children. I would therefore recommend Sciennes Primary remains on your pilot programme.</p> <p>I am delighted to hear that the school is one of only six in the city likely to be involved in a pilot scheme aiming to reduce traffic outside during arrival/departure times.</p> <p>I would like to voice my support for the School Streets program in general and for Sciennes Primary School's involvement with the programme in particular. There is neither the space nor the proper safety provisions for parents to expect to be able to drive right up to the school gates. It creates a dangerous situation for both the pupils being dropped off and those trying to use the pavements without getting hit.</p> <p>As a parent and local resident, I wish to express my strong support for the school being part of the pilot road-closure project. I understand that the Sick Kids Hospital has concerns about the impact of road closure on access to the hospital. Whilst I see that there are issues to be considered, I think the wider health, safety and well-being benefits for the children attending Sciennes are also significant factors that must be taken into account</p>	Total:29 23 Parents	

	<p>I am fully in support of the restriction of traffic around primary schools during morning and afternoon drop off and pick up times in particular at Sciennes Primary. Thank you very much for considering the safety of our children.</p> <p>I am writing to express my strong support for the proposal. I have 3 children at Sciennes, and we walk to and from school each day, crossing the roads around school is often difficult, and at times treacherous. Parents parking / dropping children on the corner of Livingstone Place is a particular problem as it both blocks access to the road and obscures visibility for those crossing. I am concerned that there will be a serious accident here if action of the kind proposed is not taken.</p> <p>I'm writing in support of the proposal to severely restrict motor traffic on Sciennes Road and Livingstone Place. at weekday term time mornings and afternoons. I have two children at the school. Anything to reduce the speed and number of vehicles on routes to schools is welcome.</p> <p>It is great to see the Council take positive steps towards keeping our school children safe. I fully support your efforts at finding a solution that works for residents, patients, parents and children. This order would allow children to feel safe going to school perhaps even encourage them to walk/cycle safely to school without the anxious need to be shepherded, this empowerment helps everyone. I and my family are happy to support this proposal.</p> <p>I am writing to plead for the initiative to close the street outside the school; at the start and end of the day proceeds – this should help to make the streets around the school quieter I strongly believe that the process should continue</p> <p>My two girls, P4 and p6 currently, have always walked or cycled to school. One of the trickiest areas to negotiate is very close to the school, because of the sheer volume of cars dropping kids off, plus delivery vehicles and other traffic. Most drivers are considerate, but we have had a few near misses over the years. So as a family we warmly welcome the traffic order, hope others do too, and that in time it will become a permanent feature, not just for Sciennes, but for as many schools in Edinburgh and Scotland who feel it would benefit their pupils.</p> <p>I am writing in support of the plans for traffic orders around Sciennes School.</p>		
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I would like to congratulate the Council for this initiative and its application around Sciennes Primary School. The current traffic situation around the school at drop-off and pick-up times is a real danger to the children and their parents with traffic queued along outside the school, swerving in to try and park for drop-offs and driving far too fast in proximity to children crossing the road to get into school. Banning traffic from entering the area at key times is a great idea and will help reduce the risk of a terrible accident to pupils in the future.

I am writing in support of the proposed traffic changes outside Sciennes Primary School, Edinburgh. I have had children at the school for nearly 10 years and have become increasingly concerned about the safety around the school around drop off and pick up times. Hopefully some restriction on the very presence of traffic will discourage them.

I appreciate that the hospital is next door and there are families attending with transport issues requiring disabled parking but I feel strongly that if we don't try to alter the traffic flow at the school, at particular times, we will create business for the hospital in the term of avoidable accidents- do we have to have one before sense prevails?

My children attend Sciennes Primary School and I feel very strongly that something has to be done about the traffic problems around the school. I appreciate that access to the Sick Kids hospital needs to be maintained, and I support any modifications to the proposed plan that will keep the staff and visitors to the hospital happy, but it is also imperative that something is done to safeguard children so that many more of them are not injured and end up in the Sick Kids, or worse.

I wholly and enthusiastically support the proposal to curtail traffic at key points outside Sciennes School. This is far sighted and progressive move on which the Council should be congratulated. It will deliver a range of positive outcomes, including children having the best possible start in life, and healthier lives.

	<p>I have three children at Sciennes Primary and we as a family have been working towards safer streets near the school for what feels like a long time now. I'm writing to give my strongest support for the Safer Street scheme around Sciennes Primary.</p> <p>I am writing in support of the plans for traffic orders around Sciennes School.</p> <p>I fully support the above proposal for all Edinburgh schools, in particular Sciennes Primary School at this time</p> <p>I am firmly in favour of the proposal both across Edinburgh and particularly for Sciennes School and the closure of Sciennes Road.</p> <p>I am writing in support of the traffic calming measures proposed for around Sciennes Primary School.</p> <p>I would like to add my name to those in support of the plan of introducing a time-sensitive traffic corridor around Sciennes School. My daughter is a pupil there and frequently asks us to cycle to school. She can get almost all the way on bike paths, but at Livingstone Place, she has to get onto the pavement, as the traffic there is unpredictable, frequently sporting impatient drivers, and parked cars line the street, right up to the school gates</p> <p>We think that for the safety of school children, traffic should be regulated as you propose on any school street -- very much support this move. I take my P2 son walking to school and have noticed many cars coming at alarming speed during drop off/pick up, which is certainly very dangerous.</p> <p>I feel strongly that the Council should go ahead with this as I have seen first hand how busy and potentially dangerous this road can be at pick up and drop off times. I therefore urge you to allow this pilot scheme to go ahead.</p> <p>We provide our whole hearted support for the school streets scheme, particularly that at Sciennes Primary School. If we could have influenced the process more, we would have asked that the end of Tantallon Place should be closed as that is a very congested area, worsened by single rather than double yellow lines which encourage short stops for vehicles.</p>	<p>2 Parent & employee RHSC</p>	
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	<p>We realise that The RHSCE have objected, but the school's willingness to make enormous compromises demonstrates the support of our entire school community for the scheme. There is ample parking for patients on surrounding streets, and the period that the street is closed is of course minimal. It seems our neighbour's objections are perhaps knee-jerk, and it's ironic that the scheme is a public health intervention for children that one would have hoped the hospital would have supported. This is a wonderful scheme that really should go ahead, and has our full and enthusiastic support.</p> <p>I would like to register my support for the proposed scheme to close streets surrounding Sciennes Primary school during drop off and pick up times. People drive at great speed along this road, where the narrow paths are packed with small children. This is an excellent scheme to provide safer routes to school.</p> <p>Concern about the impact on the shop at 21 Sciennes Road, as drivers can stop at the shop, then carry on along Sciennes Road. While I welcome any action which would relieve the congestion and inconvenience caused by parents parking inappropriately, it should not be at the expense of losing a very useful local amenity.</p> <p>This ridiculous scheme has now, apparently, become a reality – is there any serious chance that objections will even be listened to? I have been trying to find out what possible gain there can be from adding further burdens to local residents. If it's actually true that the parents of the school are in favour of banning parking near the school, why do we need the changes? If parents don't want to park near the school, who's forcing them to do so? All we'll end up with is yet more signage and a bill we needn't have spent. If there really is spare money in the roads budget why not spend it repairing some of the roads round here – Rillbank Terrance and Fingal Place are now little more than unfinished cart tracks. I hope it is not too late to stop this nonsense, but I fear that the money has already been wasted.</p>	<p>General Public</p> <p>Resident Sciennes Road</p> <p>Resident Livingstone Place</p>	<p>The shop is located on the section of Sciennes Road that will be outwith the school streets closure so access will not be affected. Drivers will still be able to continue out of the area via Tantallon Place, bypassing the closure point.</p> <p>The funding for this project comes from a capital budget, which cannot be diverted into revenue projects such as renewal of lining or road resurfacing.</p>
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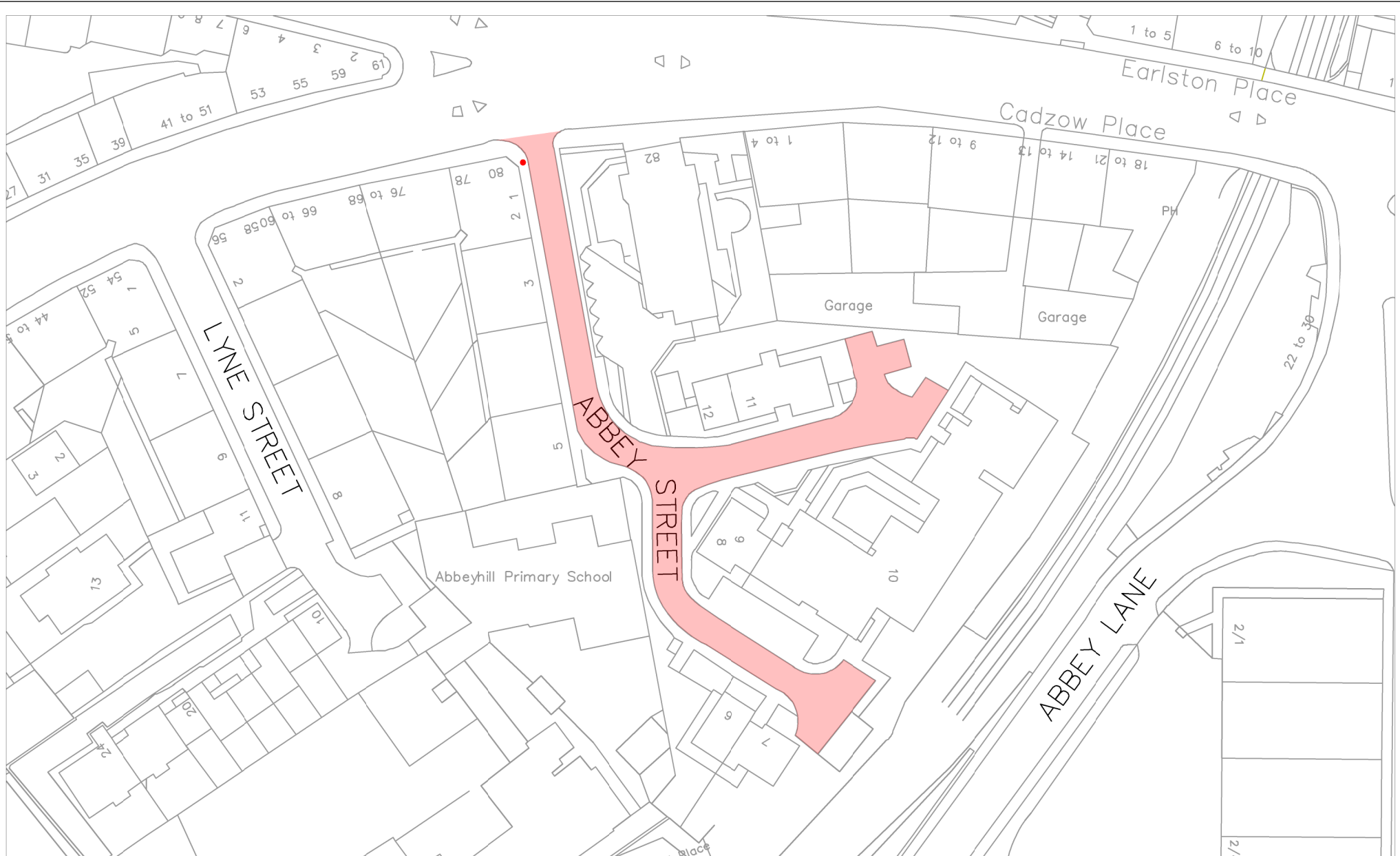
<p>General comments/object ions</p>	<p>I completely disagree with surrounding roads to schools being closed, including Figgate street near Tower bank Primary school. Children need to learn road safety and if they are incapable of crossing a road next to their school they are going to encounter major problems for every other road! Money should not be wasted on such schemes but should in fact be invested to those in charge of the children, the teachers, and I'm sure they have plenty of ideas on how the money should be spent. Many schools struggle to fund basic stationary let alone having enough of a budget for learning support.</p> <p>I just wanted to record my support for ETRO/15/21 – School Streets</p>	<p>Total:2</p> <p>General public</p> <p>Resident Lee Crescent</p>	
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Appendix 2: School Streets Formal Consultation Responses by school

School	Support	Objection	Comment	Total
Cramond	7	7	10	24
Duddingston	2	1	6	9
St John's RC	6		2	8
Sciennes	27	1	2	30
Abbeyhill	1			1
Colinton				
Outside Area	2	2		4
Total	45	11	20	76

Responses by street

Street	Support	Objection	Comment	Total
Cramond Avenue	1	1	1	3
Cramond Gardens		2	6	8
Cramond Grove	1		1	2
Cramond Park		1	2	3
Cramond Terrace	1	3		4
Braehead Park		1		1
Fair A Far	1			1
Gamekeeper's Road	1			1
Duddingston Avenue	1	2	2	5
Durham Road	2			2
Durham Terrace			3	3
Hamilton Terrace	3			3
Hamilton Drive W			1	1
Livingstone Place		1		1
Sciennes Road			1	1
Montrose Terrace	1			1
No address	36			36



• Sign Location



Roads within scheme.



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EDINBURGH
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SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market St
Edinburgh EH8 8BG
Tel. No. 0131 - 200 2000

TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

**Abbeyhill Primary
School Streets**

Date: Oct 14
Scale: NTS

Drawn by: IP
Checked by:

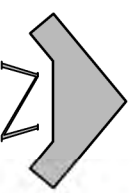
DRG NO. RS/SCHOOL-STREETS/PHASE1/2



• Sign Location



Roads within scheme.



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 <p>EDINBURGH THE CITY OF EDINBURGH COUNCIL</p>		<p>Colinton Primary School Streets</p>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000</p>		<p>TRANSPORT POLICY AND PLANNING ROAD SAFETY</p>	
<p>Date: Oct 14 Scale: NTS</p>		<p>Drawn by: JP Checked by:</p>	
<p>DRG NO. RS/SCHOOL-STREETS/PHASE1/3</p>			



• Sign Location

▬ Roads within scheme.

▬ Roads added after consultation.



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SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market St
Edinburgh EH8 8BG
Tel. No. 0131 - 200 2000

TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

Cramond Primary School Streets

Date: Oct 14
Scale: NTS

Drawn by: JP
Checked by:

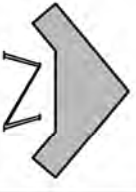
DRG NO. RS/SCHOOL-STREETS/PHASE1/5

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• Sign Location

▬ Roads within scheme.



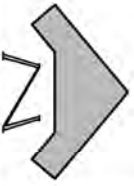
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100029420 (2013)

 <p>EDINBURGH</p> <p>THE CITY OF EDINBURGH COUNCIL</p>		<p>Duddingston and St John RC Primary School Streets</p>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000</p>		<p>TRANSPORT POLICY AND PLANNING ROAD SAFETY</p>	
<p>Date: Oct 14 Scale: NTS</p>		<p>Drawn by: jp Checked by:</p>	
<p>DRG NO. RS/SCHOOL-STREETS/PHASE 1/1</p>			



• Sign Location

■ Roads within scheme.



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 <p>EDINBURGH</p> <p>THE CITY OF EDINBURGH COUNCIL</p>		<p>Sciennes Primary School Streets</p>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000</p>		<p>TRANSPORT POLICY AND PLANNING ROAD SAFETY</p>	
Date: Oct 14	Scale: NTS	Drawn by: JP	Checked by:
DRG NO. RS/SCHOOL-STREETS/PHASE1/4			

Transport and Environment Committee

10am, Tuesday, 25 August 2015

Edinburgh Conscientious Objectors Memorial Petition - referral from the Petitions Committee

Item number	7.19
Report number	
Wards	City Wide

Executive summary

The Petitions Committee on 11 June 2015 considered a report by the Director of Corporate Governance outlining the petition 'Edinburgh Conscientious Objectors Memorial Petition'.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Appendix 1 – Petitions for Consideration Overview Report

Edinburgh Conscientious Objectors Memorial Petition

Terms of referral

- 1.1 On 11 June 2015 the Petitions Committee considered a report outlining the petition 'Edinburgh Conscientious Objectors Memorial Petition'.
- 1.2 The Petitions Committee agreed:
 - 1.2.1 To refer the petition 'Edinburgh Conscientious Objectors Memorial' to the Culture and Sport Committee on 18 August 2015 for information.
 - 1.2.2 To refer the petition 'Edinburgh Conscientious Objectors Memorial' to the Transport and Environment Committee on 25 August 2015 for consideration.
 - 1.2.3 To endorse the proposed Conscientious Objectors Memorial with a recommendation that it should be sited within the city centre.
 - 1.2.4 That Officers contact the Principal Petitioner to explore a possible location, design and timescale for the installation any future memorial.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to consider the content of petition included within the attached report by the Director of Corporate Governance.

Background reading / external references

The Petitions Committee 11 June 2015

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Stuart McLean, Committee Services

Email: stuart.mclean@edinburgh.gov.uk | Tel: 0131 569 4106

Petitions Committee

2.00pm, Thursday 11 June 2015

Petitions for Consideration: Overview Report

Item number	6.1
Report number	
Wards	City Wide

Links

Coalition pledges	
Council outcomes	CO23 & CO26
Single Outcome Agreement	

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Clerk

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

Executive Summary

Petitions for Consideration: Overview Report

Summary

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

Valid petition -

Edinburgh Conscientious Objectors Memorial Petition

A valid petition entitled 'Edinburgh Conscientious Objectors Memorial Petition' has been received. The petition received 453 signatures.

Details of this petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petition:

'Edinburgh Conscientious Objectors Memorial Petition' as set out in 5.1(a) of Appendix one.

Measures of success

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

Financial impact

There is no financial impact arising from the consideration of this petition.

Equalities impact

There is no equalities impact arising from the consideration of this petition.

Environmental impact

There is no environmental impact arising from the consideration of this petition.

Consultation and engagement

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

Background reading / external references

[Petitions webpages](#)

[Council Webcasting](#)

Links

Coalition pledges

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

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date Received	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
5.1(a)	19 March 2015	<p><u>Edinburgh Conscientious Objectors Memorial Petition</u></p> <p>With respect to the life and death choices of all those who have taken part in or supported wars we the undersigned therefore call upon the City of Edinburgh Council to grant the use of a permanent public space within the precincts of Princes St Gardens and to provide material and financial support for a memorial to Conscientious Objectors and those who oppose wars. We ask that this be facilitated by February 2016 to coincide with the centenary of the passage of the Military Service Act which led to conscription in 1916.</p> <p>With the Centenary of the First World War there is a feeling that there should be a memorial in Scotland's capital city to conscientious objectors and opponents of wars which would henceforth provide a public focus for those who wish to gather to remember all those, past or present, refusing to participate in or opposing wars.</p> <p>Taking this stance meant considerable hardship for those who refused to participate in or support the First World War and their families, that over 300 British "Deserters" were shot, and Conscientious Objectors were subjected to harsh treatment by the military, in prison, and in their communities and 73 First World War conscientious objectors died in or following imprisonment; their courageous stance cleared the way for improved recognition of the right to oppose war and to refuse to take part in wars and helped lay the foundations for the promotion of peaceful means for the resolution of conflicts and for achieving a just peace.</p>	Citywide	453 signatures

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Register Lanes Update – referral from the Economy Committee

Item number	7.20
Report number	
Wards	11 – City Centre

Executive summary

The Economy Committee on 23 June 2015 considered an update on the Register Lanes project, including a Public Realm Plan to help guide proposed development of the area. The Committee agreed to refer the report to the Transport and Environment Committee to approve the public realm plan.

Terms of Referral

Register Lanes Update

Terms of referral

- 1.1 The Register Lanes area is a strategically important location within the City Centre connecting Princes Street, Edinburgh St James and St Andrew Square.
- 1.2 The Economy Committee on 19 August 2014 approved the creation of a delivery group to agree a phased delivery approach and drafting of an outline business case for the Register Lanes project. The project aimed to enhance and compliment the city centre by delivering a high quality mixed use development with associated public realm improvements.
- 1.3 On 23 June 2015, the Economy Committee considered an update report by the Director of Economic Development detailing progress to date with the Register Lanes project, including a proposed Public Realm Plan to guide development of the area.
- 1.4 The proposed Public Realm Plan intends to create a unified public realm as part of the wider development of the area and is a direct outcome of partnership working in the area.
- 1.5 The Economy Committee agreed:
 - 1.5.1. To note the Public Realm Plan for the Register Lanes.
 - 1.5.2. To recommend to the Transport and Environment Committee that the Public realm plan be approved.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to approve the public realm plan for Register Lanes

Background reading / external references

[Minute of the Economy Committee 19 August 2014](#)

[Minute of the Economy Committee 23 June 2015](#)

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Ross Murray, Assistant Committee Clerk

E-mail: Ross.Murray@edinburgh.gov.uk | Tel: 0131 469 3870

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Register Lanes Update – report by the Director of Economic Development

Economy Committee

10am, Tuesday, 23 June 2015

Register Lanes Update

Item number	7.8
Report number	
Executive/routine	
Wards	City Centre

Executive summary

Register Lanes is a strategically important location within the city centre containing buildings of significant historic character with strong links to Edinburgh St James, St Andrew Square and Princes Street. The Register Lanes project provides an opportunity to enhance and complement the city centre by delivering a high quality, mixed use development with associated public realm improvements creating a vibrant new district to attract footfall to the area, improve connectivity between key neighbouring developments and enhance the consumer, visitor and resident experience.

A public realm Plan has been produced by the Register Lanes Delivery Group and Register Lanes Working Group. Both groups are now established. This paper reflects the ambition to create a unified public realm as part of the wider development of the area and is a direct outcome of partnership working in the area.

Links

Coalition pledges [P17](#), [P28](#)

Council outcomes [CO7](#), [CO8](#)

Single Outcome Agreement [SOA1](#)

Register Lanes Update

Recommendations

- 1.1 To note the Public Realm Plan for the Register Lanes; and
- 1.2 To recommend to the Transport and Environment Committee that the Public Realm Plan be approved.

Background

- 2.1 The Register Lanes Feasibility Study was approved by Economy Committee on 19 August 2014: the study was prepared on behalf of the four key stakeholders in the project, City of Edinburgh Council, Royal Bank of Scotland (RBS), Scottish Government (National Records of Scotland) and Henderson Global Investors (now TIAA Henderson Real Estate). The original partners were later joined by the Chris Stewart Group following their acquisition of 42 St Andrew Square, 28-52 West Register Street and 15-23 South St Andrew Street after the initial Register Lanes Feasibility Study was prepared and is now the fifth key stakeholder. The study reports that the development could create £97 million of new development over eight phases, including new pedestrian routes with either 40,000 sq ft of new retail/leisure accommodation, 178 hotel bedrooms or 97 quality serviced or private apartments and 23,000 sq ft of new offices.
- 2.2 It is the common vision of the stakeholders to fully integrate their assets and utilise their influence to create this new district of Edinburgh. The development of this area, driven by the Council through the creation of a delivery group, will enhance the commercial and social activity of the city centre.
- 2.3 The Register Lanes Delivery Group was established in 2014 as part of the recommendations from the Register Lanes Feasibility Study. The group was tasked to focus on improving the public realm in the area.
- 2.4 The Delivery Group is chaired by Councillor Ross and attended by TIAA Henderson R, RBS, The Chris Stewart Group, National Records of Scotland and Essential Edinburgh (the central Business Improvement District) and is supported by Officers from Economic Development. An internal Council Working Group, with Officers from across the Council, has also been established to deliver the actions from the Register Lanes Delivery Group.

- 2.5 The Working Group has consulted with a number of Council services including Planning, Transport and Waste Management to ascertain the access, servicing and waste management needs for the area around Register Lanes.
- 2.6 With the support of one of the partners, The Chris Stewart Group, a Public Realm Plan has been drawn up to help guide proposed development of the area with input from all of the partners.

Main report

- 3.1 The aim of the Public Realm Plan is to create an identity for the Register Lanes area, allowing for current and future developments to take a uniform approach to the public areas surrounding them. The timing of this Plan is apt due to the imminent submission of a request for planning permission from the Chris Stewart Group to develop the area.
- 3.2 The Plan identifies the connectivity through the site, vitally between St Andrew Square and The Edinburgh St James as well as the connections to Princes Street and Multrees Walk. The Plan also provides details of the materials and treatments used in the Chris Stewart Group development which are the suggested palette for the surrounding site. This has been coordinated with TIAA Henderson Real Estate, National Records of Scotland and the City of Edinburgh Council to create a continuous flow of materials and uniformity through the area and to the wider surrounding area.
- 3.3 The Plan includes the consideration of opportunities to open up existing spaces within the Register Lanes, to utilise existing connections and to identify potential new routes. This has been done in consultation with the owners, including National Records of Scotland (NRS), who own the site between the Register Lanes area and the Edinburgh St. James development. NRS are in principle supportive of the proposed Plan, although this is conditional on any proposals being achievable without compromise to their future plans for their site.
- 3.4 This Plan will be submitted as part of the Chris Stewart Group's planning application for 42 St Andrew Square and associated buildings. While the Economy Committee is not in a position to comment on a live planning application it is asked to note the elements of the Plan and to support its roll out through the areas around the Register Lanes. It is anticipated that this Plan will act as a template for the future development in the area allowing uniformity and consistent high quality public realm.

Measures of success

- 4.1 Full adoption of the Plan by the Register Lanes Delivery Group Partners.

Financial impact

- 5.1 The financial impact of this project is yet to be determined. As each phase of development proceeds developers will be expected to contribute to appropriate public realm. Some of the developers have indicated they may be able to contribute to the roll out of the Plan through the development of their site. Beyond this, partners are considering contributions to the wider area.

Risk, policy, compliance and governance impact

- 6.1 There is a number of planning and heritage issues to be considered and discussed further which will be crucial to the successful development of the area.
- 6.2 There are five principal owners (The Chris Stewart Group, RBS, NRS, TIAA Henderson Real Estate and the Bank of Scotland) of the various plots in the study area. It is therefore important to gain support and commitment to the development concept from all of the owners and to consult with adjacent proprietors and owners.
- 6.3 A management deed could be used to bind the stakeholders to a common management plan to cover matters such as management charges relating to maintenance of common parts.
- 6.4 An accompanying servicing plan is being developed to mitigate any potential conflict between consumers, potential residents and servicing vehicles.

Equalities impact

- 7.1 There are no known adverse equalities or human rights impacts arising from this report.
- 7.2 The proposed public realm improvements will improve accessibility in and around the area.

Sustainability impact

- 8.1 The proposals in this report will not increase carbon emissions because this report does not make any recommendations that will change the status quo.
- 8.2 Social justice is not considered to impact on the proposals in this report because this report does not make any recommendations that will change the status quo.
- 8.3 The need to build resilience to climate change impacts is not relevant to the proposals in this report because this report does not make any recommendations that will change the status quo.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because the development will attract occupiers due to the increased footfall in the area and it will deliver a permeable and sustainable development which will create jobs and local businesses will benefit from an improved trading environment.

- 8.5 Environmental good stewardship is not considered to impact on the proposals in this report because this report does not make any recommendations that will change the status quo.

Consultation and engagement

- 9.1 The creation of a Public Realm Plan for the Register Lanes was approved at the Register Lanes Delivery Group. The group consists of the five principal owners (The Chris Stewart Group, RBS, NRS, TIAA Henderson Real Estate and the Bank of Scotland) of the various plots in the study area.
- 9.2 Essential Edinburgh participates in the Register Lanes Delivery Group in order to represent the businesses in the Business Improvement District.
- 9.3 It will be important to gain support and commitment to the development concept from all of the owners and to consult with adjacent proprietors and owners.
- 9.4 Public realm was included in the public consultation for the Chris Stewart Group's development at 42 St Andrew Square which was attended by over 90 people. This Plan is an extension of the proposal which was positively received.

Background reading/external references

Greg Ward

Director of Economic Development

Contact: Steve McGavin, Service Manager

E-mail: steve.mcgavin@edinburgh.gov.uk | Tel: 0131 529 6237

Links

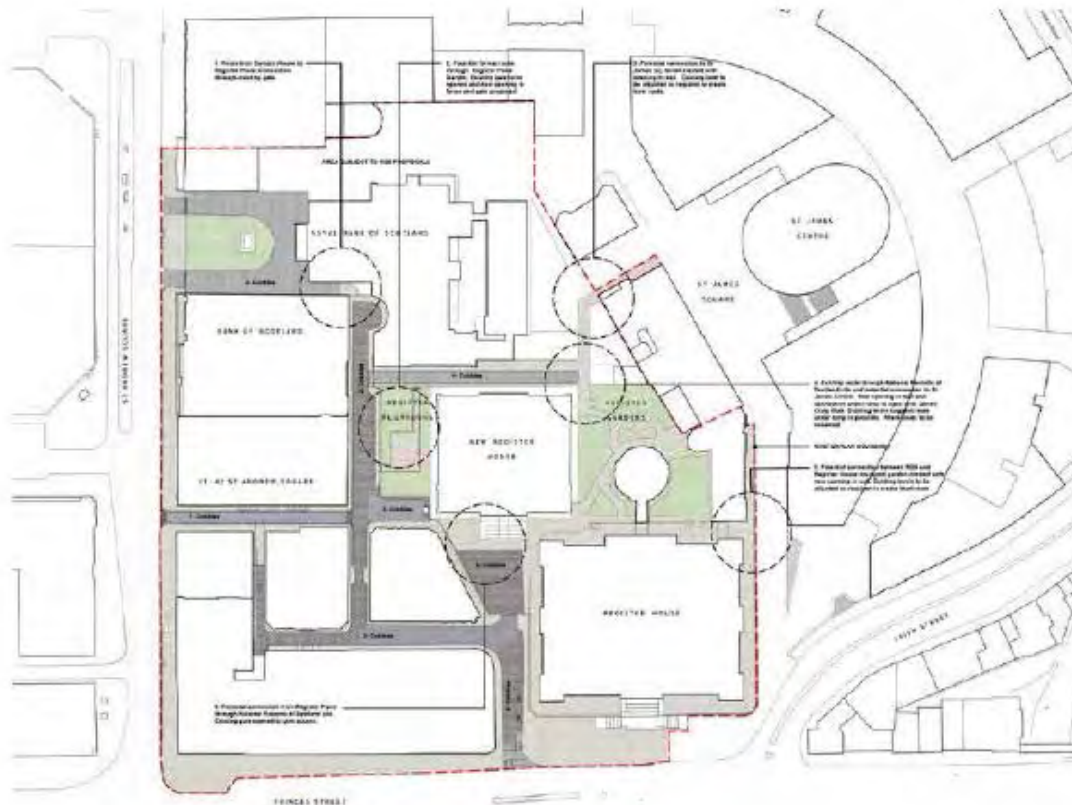
Coalition pledges	P17 - Continue efforts to develop the city's gap sites and encourage regeneration P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO7- Edinburgh draws new investment in development and regeneration CO8 - Edinburgh's economy creates and sustains job opportunities
Single Outcome Agreement	SOA1- Edinburgh's Economy delivers increased investment, jobs and opportunities for all
Appendices	1 - Masterplan Drawings

Appendix: Register Lanes Plan

Chris Stewart Group have proposed the comprehensive redevelopment of "The Registers" site at 41-42 St Andrew Square, 15-23 South St Andrew Street and 28-52 West Register Street, Edinburgh. The site is of strategic significance within the wider area, and the proposed development will deliver the comprehensive regeneration of an under-utilised part of the city, bringing new life to the existing redundant buildings and surrounding lanes, whilst also restoring and conserving 42 St Andrew Square and sensitively revealing the fine details of the Victorian Venetian Gothic façade on West Register Street. The development forms the first phase in the delivery of the St James Quarter vision, recently supplemented by the Register Lanes Study, which has the stated aim of delivering a "high quality mixed use development, with associated public realm improvement creating a vibrant new district". The site incorporates the primary route through the St James Quarter, and an indicative mini-masterplan, prepared by Gareth Hoskins Architects as part of proposals for the site, includes an improved public realm and pedestrian connection along West Register Street to reflect this.

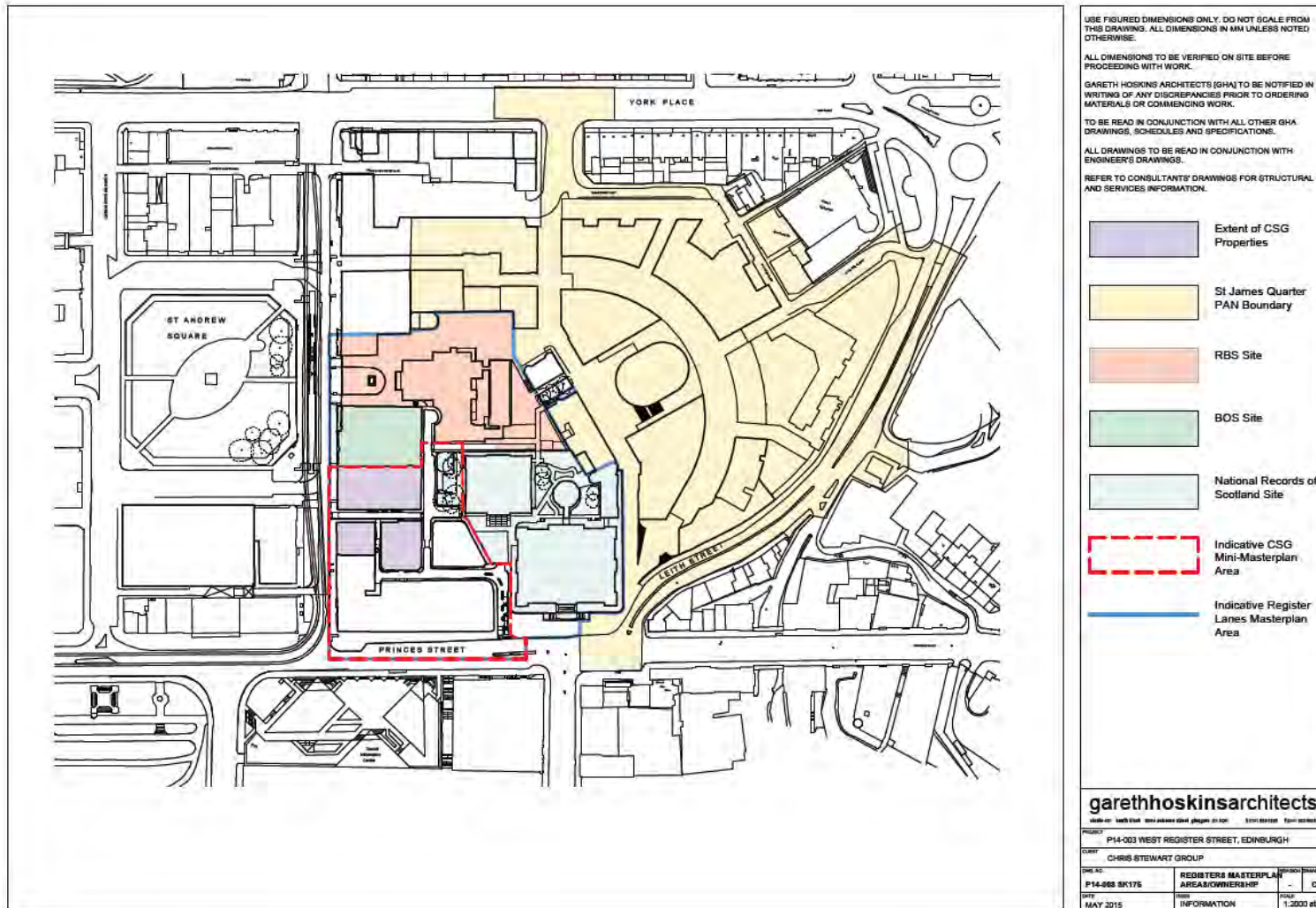
In addition to the mini-masterplan Gareth Hoskins Architects have prepared an indicative masterplan for the wider area in cognisance of the core ideas outlined in the Register Lanes Study, development briefs and other existing masterplans for the area. The proposed masterplan has been developed in response to the changing character of the area as it moves from the formal gardens and streets of the New Town set out in James Craig's plan in 1767, to intimate courtyard gardens, lanes and closes. Dialogue with neighbouring owners has taken place to test that proposed routes across the area are possible and achievable.

Six key opportunities to create connections across the area have been identified within the proposal, which have the potential to significantly improve permeability. The proposal retains existing spaces, historic features and routes, as well as incorporating minimal interventions (opening gates or forming openings in walls). It has been recognised that steps are a strong feature of this area, reflecting the topography of the city, and whilst it may not be possible to include ramps across the area, access for all should be explored in the development of proposals. A consistent pallet of materials has been suggested and these reflect the existing character of cobbles and sandstone paving of the New Town.

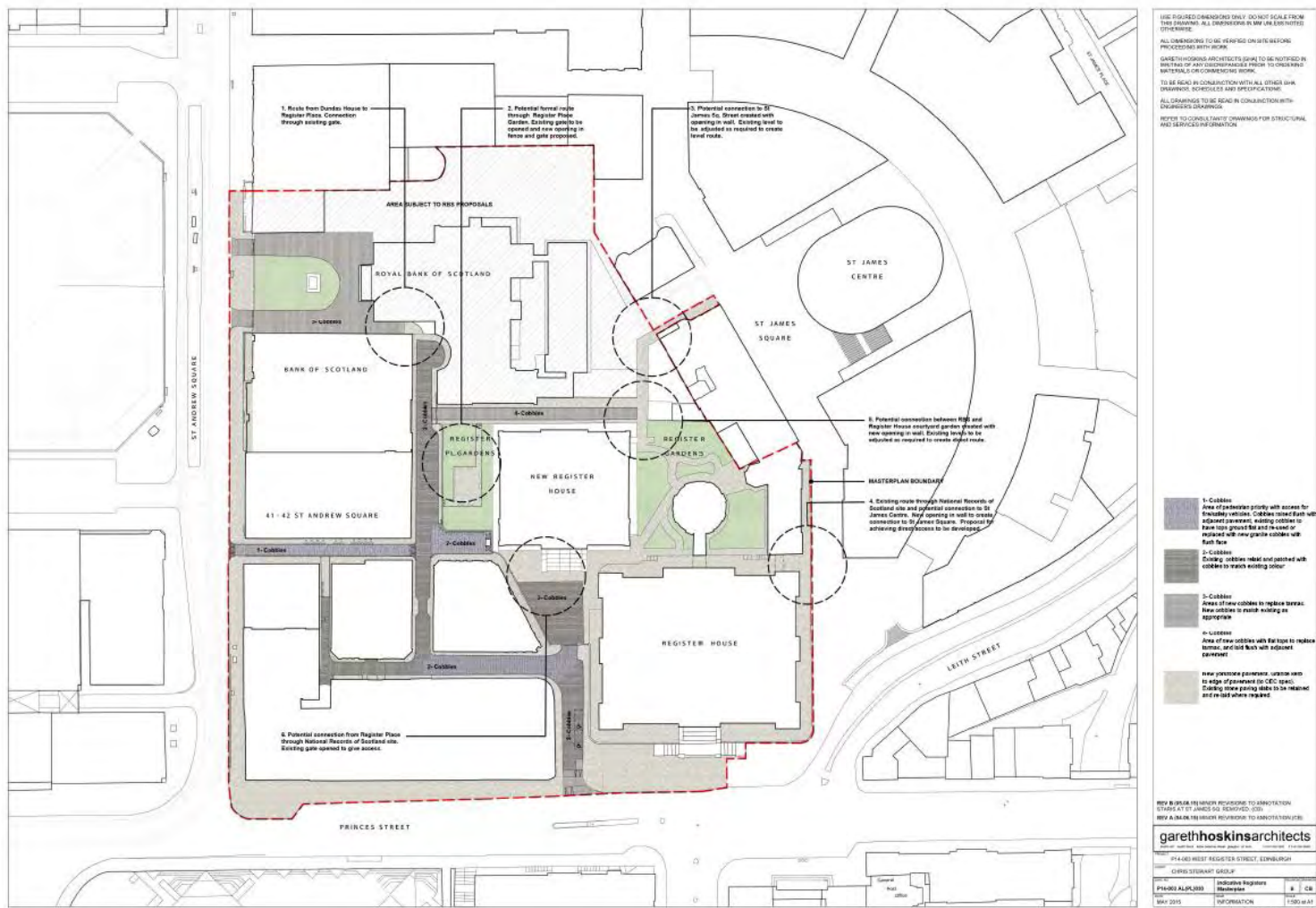


garethhoskinsarchitects

Appendix: Register Lanes Plan- Ownerships



Register Lanes- Indicative Plan



Register Lanes- Existing and Proposed Routes

1. View of access to RBS site from Register Place

2. View Register Place from RBS Site

3. View Register Place Garden from east

4. View Register Place Garden from east

5. View from St James Sq, Street

6. View from side of Register House from Leith Street

7. View from side of Register House from Leith Street

8. View of side of Register House from Leith Street

9. View of side of Register House showing potential route

10. View to north of Register House showing potential route

11. View of Register House courtyard garden

12. View from entrance to New Register House

13. View from courtyard of New Register House

14. View from Reg. Place to forecast of New Register House

15. View from courtyard of New Register House

16. View from Reg. Place to forecast of New Register House

1. Route from Dundee House to Register Place. Connection through existing gate.

2. Potential formal route through Register Place Garden. Existing gate to be opened and new opening in fence and gate proposed.

3. Potential connection to St James Sq, Street created with opening in wall. Existing level to be adjusted as required to create level route.

4. Existing route through National Records of Scotland site and potential connection to St James Centre. New opening in wall to create connection to St James Square. Proposal for achieving direct access to be developed.

5. Potential connection between RBS and Register House courtyard garden created with new opening in wall. Existing levels to be adjusted as required to create level route.

6. Potential connection from Register Place through National Records of Scotland site. Existing gate opened to give access.

Plan Showing character of existing routes through and around The Register, and potential future connections to increase permeability.

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 ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE PROCEEDING WITH WORK.
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 STIMULATED BY JAMES G. HOSKINS, CIB
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DATE	DESCRIPTION	BY	CHK
MAY 15	INFORMATION	MB	MB

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Parking on Polwarth Terrace, Edinburgh

Item number	8.1
Report number	
Executive/routine	
Wards	10 – Meadows/Morningside

Executive summary

At its meeting of 13 January 2015 Committee considered a motion from Councillor McInnes on the issue of parking on Polwarth Terrace. The Motion asked that Committee:

“Instructs officials to produce a report in two cycles on parking in Polwarth Terrace specifically to investigate the requirement for no parking on so much of the Terrace.”

The report considers whether the situation in Polwarth Terrace has materially changed since the previous report on this subject in February 2011. It also explains the reasons for the restrictions currently in place on Polwarth Terrace.

Links

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

Parking on Polwarth Terrace, Edinburgh

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 notes the content of the previous report on this topic and the decision of the Transport, Infrastructure and Environment Committee of 8 February 2011;
 - 1.1.3 notes the potential adverse implications on traffic movement as described in the aforementioned report from 8 February 2011; and
 - 1.1.4 notes that it remains the case that it is not considered possible to safely locate parking places on this street.

Background

- 2.1 Polwarth Terrace is a main distributor road located to the south-west of Edinburgh city centre. It forms part of a larger arterial route, part of Edinburgh's major road network, and links a number of outlying residential areas and suburbs to Tollcross and the city centre.
- 2.2 During 2009, the Council received enquiries as to the potential for permit parking places to be provided on Polwarth Terrace, to serve residential properties on that street. Those enquiries culminated in a Motion being submitted to the Transport, Infrastructure and Environment Committee on 9 February 2010.
- 2.3 A report in response to that Motion was considered by the Transport, Infrastructure and Environment Committee on 8 February 2011.

Main report

- 3.1 The report considered by the Transport, Infrastructure and Environment Committee on 8 February 2011, explained that the section of Polwarth Terrace in question, lying between its junctions with Ashley Terrace and Harrison Road, measures no more than 8.5 metres in width. With parking places measuring 2.0 metres, any parking provision would leave no more than 6.5 metres for moving traffic.

- 3.2 The previous report explained that “While 6.5 metres is sufficient for cars to pass each other safely, buses and many goods vehicles are more than 3.0 metres in width. Taking into account wing mirrors and allowing a suitable margin of safety between kerbs, other moving vehicles and parked vehicles, it is apparent that the remaining road width of 6.5 metres, would be insufficient to allow larger vehicles to pass one another”.
- 3.3 As a bus route that serves many of the residential suburbs of south-west Edinburgh, the previous report on the potential introduction of parking places on Polwarth Terrace considered that it is essential to ensure that public transport, as well as other traffic, is able to move as freely as possible on Polwarth Terrace. The report stated that “It must be considered that, as a bus route where the presence of parking places would restrict the width to such an extent that bus movements could be impeded, it remains inappropriate to consider such provision on Polwarth Terrace”.
- 3.4 The report continued to explain the potential road safety impacts of introducing parking on this section of Polwarth Terrace, and the proximity of other parking options available to residents who did not have the benefit of off-street parking. Polwarth Terrace is not unique in this regard, with many streets within the Controlled Parking Zone (CPZ) having no permit parking provision, either by virtue of physical constraints on providing parking or because of the parking restrictions that are in place. It is not uncommon for residents within the CPZ to have to park some distance from their residence.
- 3.5 It must also be noted that the Council, as part of the process of issuing permits to residents within the CPZ, maintains a database of residents and addresses where permits have been issued. The permit database indicates that there are currently two valid residents permits held by residents of this section of Polwarth Terrace. There is, therefore, limited demand, as well as limited justification, for consideration to be given to the introduction of parking places.
- 3.6 Parking availability is, where possible, tailored to meet the demand for space. This approach can, in some instances, lead to situations where compromises must be made in order to meet various competing demands. Even on arterial routes such as Polwarth Terrace/Gilmore Place, the demand for parking is such that it can become necessary to allow parking to take place. In the case of this particular route, it is not devoid of parking. It is, however, the case that parking is permitted in two distinct scenarios:
- Where the road width is sufficient to allow parking to take place without the risk of impeding traffic flow or adversely impacting upon road safety; and
 - Where the demand for parking is such that parking has had to be accommodated in order to meet the demands and expectations of residents and businesses.

- 3.7 Parking is permitted in five distinct locations on this route, four of which (Gilmore Place near to Leven Street, Gilmore Place west of Hailes Street, Gilmore Place north east of Leamington Terrace and Polwarth Gardens between Polwarth Crescent and Polwarth Terrace) are considered sufficiently wide to accommodate two way traffic and parking. On routes of this type it would normally be appropriate to expect to achieve a clear carriageway width of 7.3 metres in order to accommodate general traffic movements. The remaining carriageway widths at each of these locations exceeds 7.3 metres.
- 3.8 The remaining location, Gilmore Place between Viewforth Terrace and Viewforth, measures at 8 metres wide. This section of road would normally be considered too narrow to accommodate parking. However in view of the pressures placed upon parking in an area predominantly consisting of tenemental properties and where there are a number of local shops and businesses, it was considered to be important to maximise the potential availability of parking places and to thereby ensure an adequate supply of parking for both residents and for other users.
- 3.9 The situation on the section of Polwarth Terrace being considered by this report (where the available road width measures at slightly less than 8.5 metres) is materially different in that the demand for permits and the demand for space is significantly lower than on other parts of this route. The availability of spaces in adjoining streets that can be used by permit holders (280) exceeds the number of permit holders seeking to use those spaces (38.) There are no additional demands (from, for example, non-residential properties) that would necessitate parking provision. In this situation, the default position is that maintaining traffic flow takes precedence over other considerations.
- 3.10 Polwarth Terrace remains an important transport link, serving as the main arterial route between the south-west of the city and the city centre. It is a route used by three bus services, as well as by a significant level of traffic, on a daily basis. As such, the impact that parking places could have on traffic movements and road safety is a paramount concern.
- 3.11 In considering the importance of this route, the road widths available and the lack of demand for permit parking, it is concluded that the current restrictions are appropriate.

Measures of success

- 4.1 Traffic movements on an important radial route are protected, maintaining the free movement of buses and other traffic.

Financial impact

- 5.1 The recommendations in this report will result in no financial impact.

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 protect 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 any minimal, negative impact on the standard of living due to the absence of parking amenity, being offset by the availability of parking places in neighbouring streets.

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, the restrictions in place on Polwarth Terrace were subject to public consultation prior to their introduction, with advertisements in the press and by public notices on-street. Letters were also sent to statutory bodies representing persons likely to be affected by the proposals.
- 9.2 The Councillors for the Meadows/Morningside Ward were asked for their views on the content of this report. The response from Councillor McInnes indicated that he was disappointed with the recommendations and requested that a commitment be made within this report, to further discussion with residents. By the time this report is considered at Transport and Environment Committee on 25 August, the residents concerned will have been contacted and informed of the recommendations in the report.

Background reading/external references

Report to the Transport, Infrastructure and Environment Committee on 8 February 2011. [Item 6.3 - "Controlled Parking Zones – Residents Parking in Polwarth Terrace"](#).

John Bury

Acting Director of Services for Communities

Contact: Andrew MacKay

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

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	None

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

Objections to Proposed Amendments to the Waiting Restrictions – South West Cumberland Street Lane and Great King Street

Item number	8.2
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

As part of the general amendments to the Traffic Regulation Order governing the Controlled Parking Scheme, a number of alterations were required, to take account of changing local circumstances. These included the replacement of residents' permit holders' parking places on the north side of South West Cumberland Street Lane to allow access to a new development and the replacement of two lengths of single yellow line on the western section of Great King Street with residents' permit holders' parking.

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 Amendments to the Waiting Restrictions – South West Cumberland Street Lane and Great King Street

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received to the proposal on South West Cumberland Street Lane and makes the Traffic Regulation Order as advertised; and
 - 1.1.2 takes account of the objection made to the proposal on Great King Street and makes the Traffic Regulation Order with an amendment, which retains 10 metres of yellow line.

Background

- 2.1 Each year numerous amendments to the waiting and loading restrictions/prohibitions within the Controlled Parking Scheme are proposed, to take account of the changing requirements of people using the area.
- 2.2 To allow access to a new development in South West Cumberland Street Lane two permit holders parking places require to be removed. (See attached plan, Appendix 1.)
- 2.3 Permit holders' parking is at a premium and the local residents' associations asked if the two yellow line areas on the western section of Great King Street could be removed and replaced with permit holders' parking. (See attached plan, Appendix 2.)

Main report

- 3.1 The proposals to make the necessary amendments to the Traffic Regulation Order were advertised from 1 November until 22 November 2013. Two letters of objections were received with regard to the proposal for South West Cumberland Street Lane and one with regard to the proposal for Great King Street.

- 3.2 The objectors to the South West Cumberland Street Lane proposal were concerned with the loss of residents' parking space. The removal of the permit holder parking places at South West Cumberland Street Lane, is necessary for access to be maintained to the new development. There are numerous accesses within the lane, which prevents the relocation of the permit holders' parking place to another area in the lane.
- 3.3 The removal of the single yellow line area and introduction of the permit holders' parking places on Great King Street was proposed, due to a high demand in the area for residents' parking spaces.
- 3.4 The objection to this proposal was from an adjacent disabled resident, who uses the yellow line area to park. The yellow line area allowed him, or any other disabled person, displaying a Disabled Persons' Blue Badge to park for as long as they require. Removing the yellow line areas and replacing it with permit holders parking would reduce the ability to park near to his home, during the controlled hours. He also considered that the yellow line areas were required for load/unloading.
- 3.5 It was not the intention of this proposal to disadvantage any of the residents. At present there are two 20 metre lengths of single yellow line on Great King Street. The removal of these areas would allow 16 additional "end-on" parking places to be introduced. To maintain access for Blue Badge holders, it is proposed that ten metres of yellow line should remain, on the south side of Great King Street. The other ten metres at this location can be removed and replaced with permit holders parking. Loading/unloading is allowed in the permit holders parking places. Therefore it is considered that the yellow line on the north side of Great King Street should be changed to permit holders parking. In addition disabled persons, who live within the Controlled Parking Zones, are provided with a residents' parking permit, for the zone they stay in, free of charge. In view of the above it is proposed that the Traffic Order be altered to take this into account. The amended proposal will allow the introduction of twelve additional "end-on" permit holders' parking places on Great King Street. (See attached plan, Appendix 3.)

Measures of success

- 4.1 The removal of the residents' bays at South West Cumberland Street Lane will provide an access/egress to the new development.
- 4.2 The amendment of the single yellow line at Great King Street will provide more resident permit holder parking and maintain an area where Disabled Persons' Blue Badge holders may park.

Financial impact

- 5.1 The costs 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, outwith that proposed, 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.
- 7.3 The proposals will also maintain access for disabled drivers and provide loading/unloading opportunities.

Sustainability impact

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

Consultation and engagement

- 9.1 These proposals have been advertised in the press, on-street and on the Council website.
- 9.2 Letters were sent to statutory bodies representing persons likely to be affected by the proposals. The local ward Councillors, Community Council and emergency services have also been consulted. No comments were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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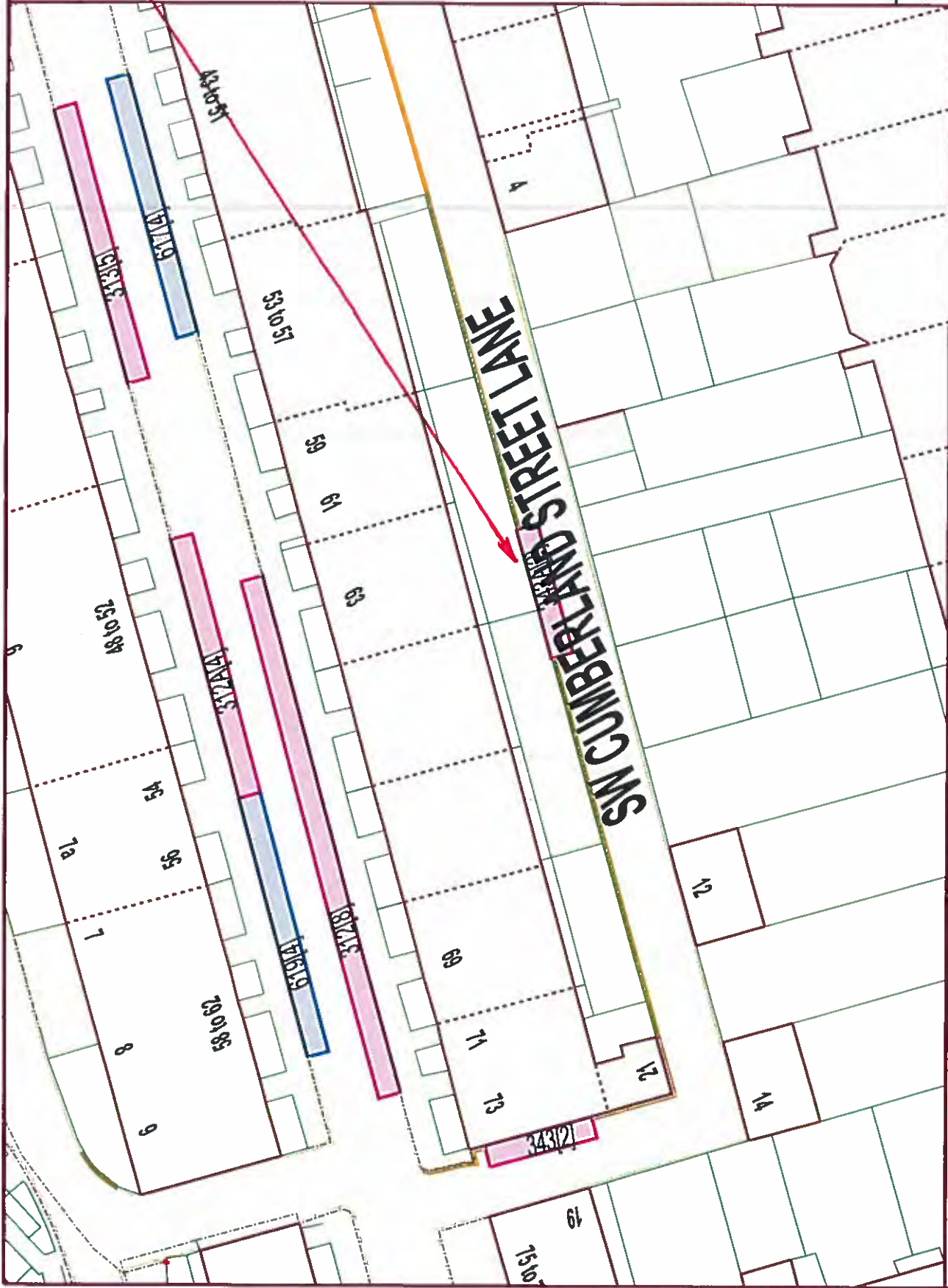
Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO19 – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1- Plan of the proposed amendment, South West Cumberland Street Lane Appendix 2 - Plan of the proposed amendment, Great King Street, as advertised. Appendix 3 - Plan of the proposed amendment, Great King Street, after consideration of the objection.

NOTES

APPENDIX 1

REMOVE PERMIT HOLDERS
PARKING PLACES TO
ALLOW ACCESS TO NEW
DEVELOPMENT



Produced using Smallworld GIS

Date: 22/05/2015

Drawn By:

Dwg No:

1:500



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**WAITING RESTRICTIONS
SOUTH WEST CUMBERLAND STREET LANE**

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH8 8DH
Tel: 0131 200 2000

NOTES

APPENDIX 2

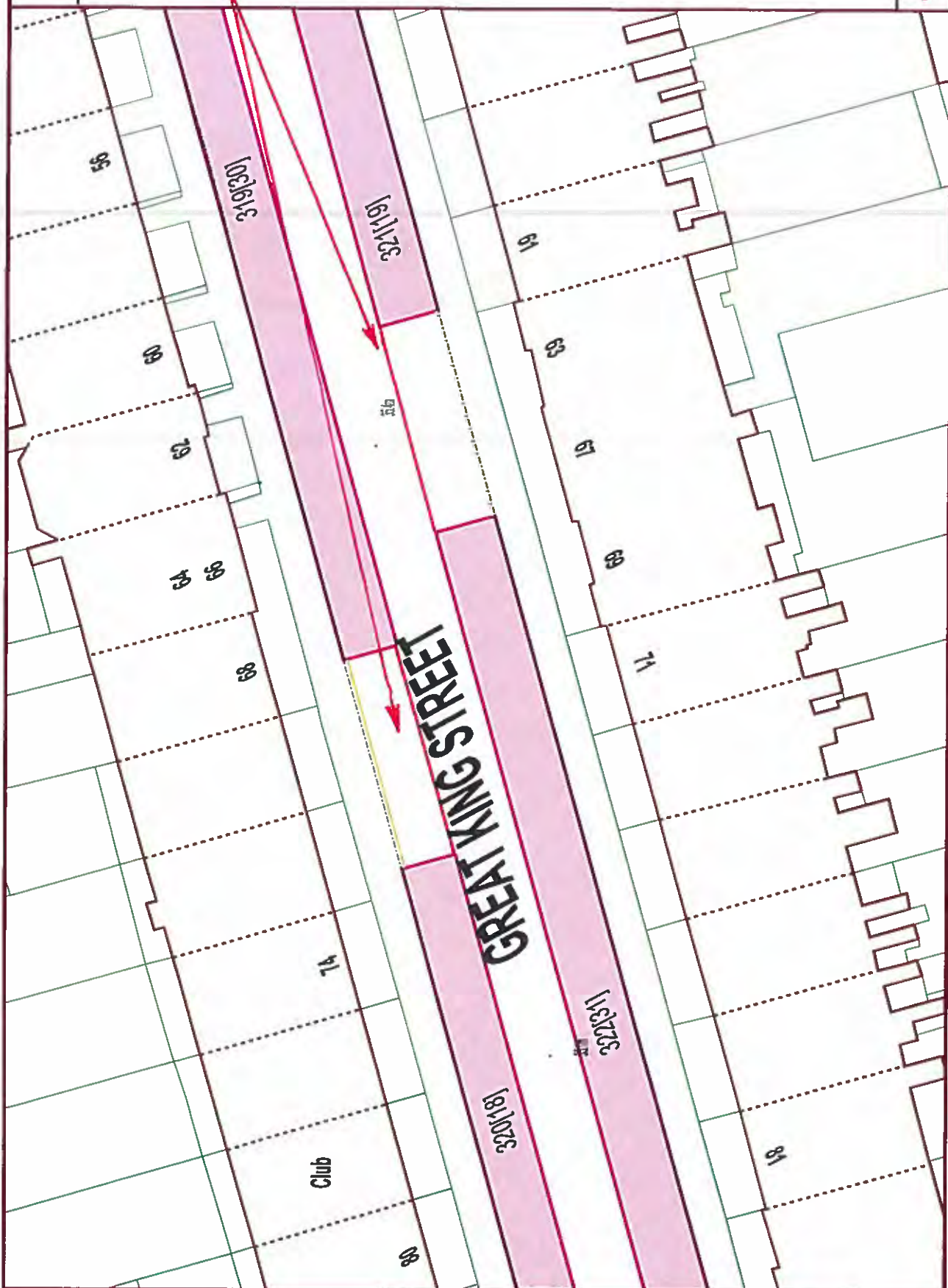
EXTEND PERMIT HOLDERS
PARKING PLACES

Produced using Smithworld GIS

Date: 22/05/2015

Drawn By:

Dwg No:



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WAITING RESTRICTIONS
GREAT KING STREET

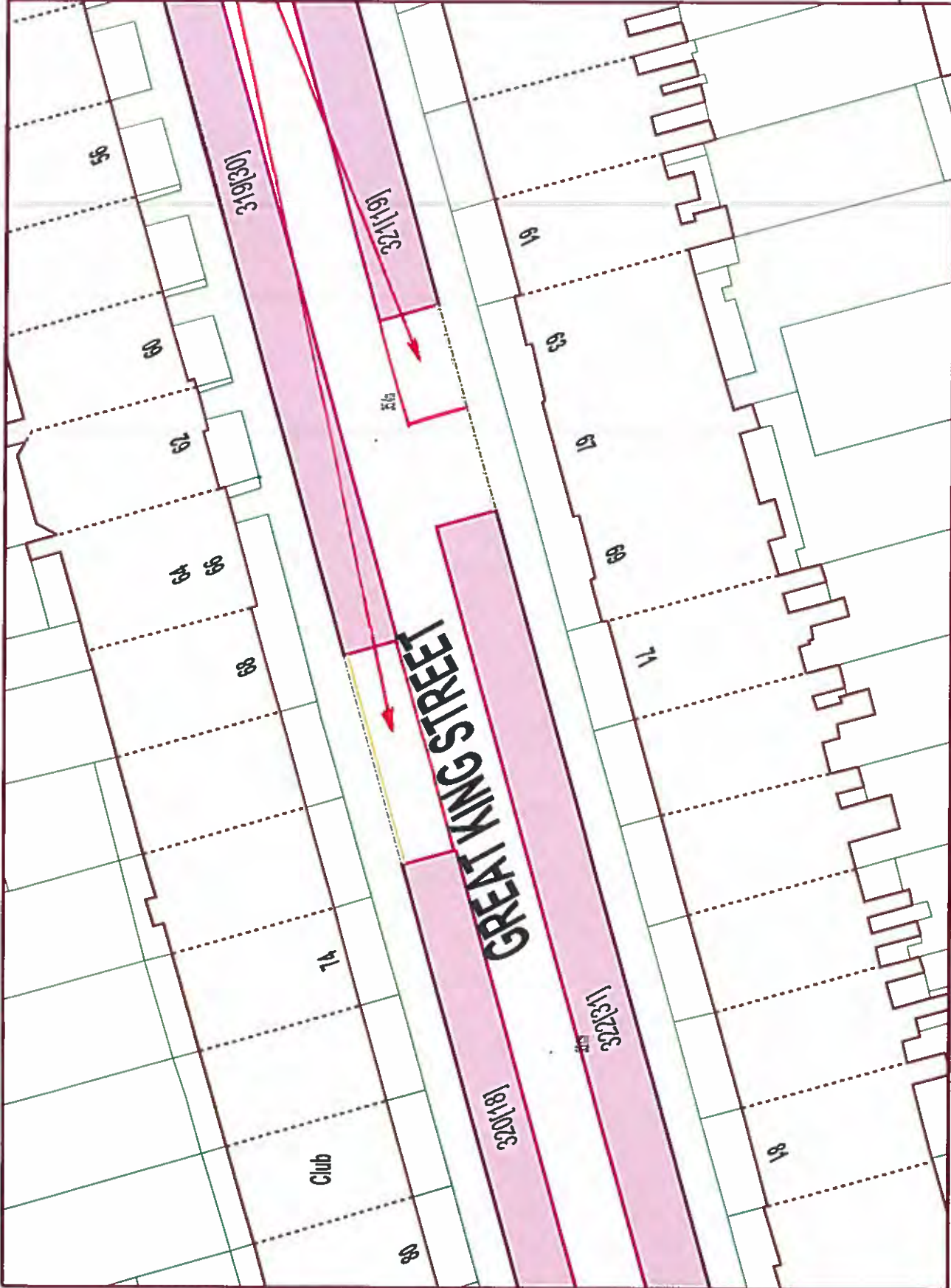
EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH8 8DH
Tel: 0131 200 2000

NOTES

APPENDIX 3

EXTEND PERMIT HOLDERS
PARKING PLACES

EXTEND PERMIT HOLDER
PARKING PLACE BY 10m ONLY



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Date: 22/05/2015

Drawn By:

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