

# Notice of meeting and agenda

## Transport and Environment Committee

**10am Tuesday 12 January 2016**

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

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

### Contacts

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## **1. Order of business**

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- 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**

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- 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**

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- 3.1 Leithers Don't Litter

## **4. Minutes**

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- 4.1 Transport and Environment Committee 27 October 2015 (circulated) - submitted for approval as a correct record

## **5. Forward planning**

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- 5.1 Transport and Environment Committee Key Decisions Forward Plan (circulated)
- 5.2 Transport and Environment Committee Rolling Actions Log (circulated)

## **6. Business bulletin**

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- 6.1 Transport and Environment Committee Business Bulletin (circulated)

## **7. Executive decisions**

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- 7.1 Water of Leith Conservation Trust – Third Sector Organisation Grant Award 2016/17 - report by the Acting Director of Services for Communities (circulated)
- 7.2 Enforcement of Fixed Penalty Notices for Littering and Fly Tipping - report by the Acting Director of Services for Communities (circulated)
- 7.3 Attitudes to Recycling - Presentation
- 7.4 Delivery of the Local Transport Strategy 2014-19: Proposals for a Pilot of On-Street Electric Vehicle Charging Points in the Marchmont and Sciennes area - report by the Executive Director of Place (circulated)
- 7.5 Pedestrian Crossing Upgrade - Marchmont Road - report by the Executive Director of Place (circulated)
- 7.6 Road, Footway and Bridges Investment - Capital Programme for 2016/17- report by the Executive Director of Place (circulated)

- 7.7 Active Travel Action Plan Review 2016 - report by the Executive Director of Place (circulated)
- 7.8 Transport for Edinburgh - Developing a Strategic Plan - report by the Executive Director of Place (circulated)
- 7.9 Public Utility Company Performance 2015/16 - Quarter 2 (July, August and September 2015) - report by the Executive Director of Place (circulated)
- 7.10 School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order - report by the Executive Director of Place (circulated)
- 7.11 Objection to Proposed Amendments to Residents' Mews Parking Eligibility within the CPZ - Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 7.12 Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit - Various Road, Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 7.13 Leith Programme - Objections to Traffic Regulation Order - Leith Walk (Brunswick Street to Dalmeny Street) and Redetermination Order - Leith Walk (Brunswick Street to Iona Street) - report by the Executive Director of Place (circulated)

## **8. Routine decisions**

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- 8.1 Green Flag Award and Park Quality Assessments - report by the Acting Director of Services for Communities (circulated)
- 8.2 Annual Review of Major Events in Parks - report by the Acting Director of Services for Communities (circulated)
- 8.3 Chalara ash dieback, Dutch elm disease and new disease threats to city trees Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 8.4 Cleanliness of the City - report by the Executive Director of Place (circulated)
- 8.5 Landfill and Recycling - report by the Acting Director of Services for Communities (circulated)
- 8.6 Services for Communities Financial Monitoring: 2015/16 - Month 8 position - report by the Executive Director of Place (circulated)

## **9. Motions**

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- 9.1 None at this stage

## **Carol Campbell**

Head of Legal and Risk

### **Committee Members**

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Councillors Hinds (Convener), McVey (Vice-Convener), Aldridge, Bagshaw, Barrie, Booth, Cardownie, Cook, Donaldson, Doran, Gardner, Bill Henderson, Jackson, Keil, McInnes, Burns (ex officio) and Howat (ex officio).

### **Information about the Transport and Environment Committee**

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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**

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If you have any questions about the agenda or meeting arrangements, please contact Stuart McLean or Aileen McGregor, 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](mailto:stuart.mclean@edinburgh.gov.uk) / [aileen.mcgregor@edinburgh.gov.uk](mailto:aileen.mcgregor@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](http://www.edinburgh.gov.uk/meetings) .

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

### **Webcasting of Council meetings**

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Generally the public seating areas will not be filmed. However, by entering the meeting room and using the public seating area, you are consenting to being filmed and to the use and storage of those images and sound recordings and

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Any information presented by you to the Committee at a meeting, in a deputation or otherwise, in addition to forming part of a webcast that will be held as a historical record, will also be held and used by the Council in connection with the relevant matter until that matter is decided or otherwise resolved (including an potential appeals and other connected processes). Thereafter, that information will continue to be held as part of the historical record in accordance with the paragraphs above.

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

## Transport and Environment Committee

10.00 am Tuesday 27 October 2015

**Present:**

Councillors Hinds (Convener), McVey (Vice-Convener), Aldridge, Bagshaw, Barrie, Booth, Cardownie, Nick Cook, Donaldson, Doran, Gardner, Bill Henderson, Jackson, Keil and McInnes

### 1. Minutes

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**Decision**

To approve the minute of the Transport and Environment Committee of 25 August 2015 as a correct record.

### 2. Key Decisions Forward Plan

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The Transport and Environment Committee Key Decisions Forward Plan for the period January 2016 to March 2016 was submitted.

**Decision**

To note the Key Decisions Forward Plan for January 2016 to March 2016

(Reference – Key Decisions Forward Plan, submitted)

### 3. Rolling Actions Log

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The Transport and Environment Committee Rolling Actions Log updated to 27 October 2015 was presented.

**Decision**

- 1) To note that future actions agreed by the Committee calling for further reports or information would be added to the Rolling Actions Log.
- 2) To note the rolling actions log and to approve the closure of actions 5, 8, 22, 25, 31, 32 and 33.
- 3) To note the expected completion date for rolling actions 2, 10, 16, 18, 20, 21, 23, 26, 28, 29, 30, 34, 35 and 36 had been revised.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 27 October 2015, submitted)

## 4. Transport and Environment Committee Decisions – October 2014 – August 2015

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On 19 June 2014, the Governance, Risk and Best Value Committee had agreed increased monitoring for the dissemination and implementation of committee decisions. It had been agreed that a report outlining all decisions taken in the previous year with an update on the implementation of decisions and recommendations to discharge actions would be presented to Executive Committees annually.

An update was provided on decisions taken by the Transport and Environment Committee, not included on the Rolling Actions Log, for an initial period covering October 2014 to August 2015.

### Decision

- 1) To note the position on the implementation of Transport and Environment Committee decisions as detailed in the appendix to the report.
- 2) To note that an annual summary report would be presented to Committee in 12 months time.

(References – minute of the Governance, Risk and Best Value Committee 19 June 2014 (item 9); report by the Deputy Chief Executive, submitted.)

## 5. Transport and Environment Committee Business Bulletin

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The Transport and Environment Committee Business Bulletin for 27 October 2015 was presented.

### Decision

To note the Transport and Environment Committee Business Bulletin.

(Reference - Business Bulletin - 27 October 2015, submitted)

## 6. Update on the Street Scene Project

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In October 2014 the Transport and Environment Committee approved a new policy for trade waste. Details on how the policy had been implemented across Edinburgh was provided.

### Decision

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To ask that an update report be submitted regarding the next phase of the project to a future meeting of the Transport and Environment Committee.
- 3) To thank staff for their work in delivering the project.

(Reference – minute of the Transport and Environment Committee 28 October 2014 (item 21) report by the Acting Director of Services for Communities, submitted)

## **7. Policies – Assurance Statement**

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The Corporate Policy and Strategy Committee had previously agreed to strengthen governance arrangements and develop a framework relating to Council Policies. Details were provided of the Transport and Environment Policies which had been reviewed and assessed as current, relevant and fit for purpose.

### **Decision**

- 1) To note the Council policies detailed in the report by the Acting Director of Services for Communities had been reviewed and were considered as being current, relevant and fit for purpose.
- 2) An update on the review process to be brought back to a future meeting of the Committee, this should also include a review of the maintenance fees of presentation seats.

(Reference – minute of the Corporate Policy and Strategy Committee 3 September 2013 (item 4); report by the Acting Director of Services for Communities, submitted)

## **8. Pentland Hills Regional Park Boundary Bill – Response to Calls for Evidence**

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The Council had been invited to provide evidence in relation to the Pentland Hills Regional Park Boundary Bill. In order to meet the consultation deadline, the Council's response to the call for evidence had been submitted by the Acting Director of Services for Communities in consultation with the Convener.

### **Decision**

- 1) To ratify the written responses to the calls for evidence to the Scottish Parliament's Finance Committee and the Pentland Hills Regional Park Boundary Bill Committee made by the Convener on behalf of the Council on (Appendices 1 and 2) of the Acting Director of Services for Communities report.
- 2) To request that when making their oral submission in support of the extension of the Pentland Hill Regional Park Officers highlight that there could be other possible funding options, as well as Scottish Government.

### **Declaration of Interest**

Councillor Bill Henderson declared a non-financial interest in the above item as Convener of Pentland Regional Park Joint Committee and Forum.

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



## 9. Public Utility Company Performance 2015/16 Quarter 1 (April, May and June 2015)

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Details were provided of the performance of Public Utility Companies (PUs) during the period April 2015 to June 2015 (Quarter 1), for the 2015/16 financial year. Details were also provided on the proposals for managing PU performance in 2015/16.

### Decision

- 1) To note the report and performance information shown in Appendix A of the report by the Acting Director of Services for Communities, including the arrangements for securing an improved level of performance from all Public Utilities.
- 2) To publicise those public utility companies that had signed up to the Edinburgh Road Works Ahead Agreement.
- 3) Opposition members to be invited to future meetings with public utility companies.
- 4) Officers to approach the Scottish Government to ask that consideration be given to increasing the fixed penalty notices and to report back to a future Transport and Environment Committee meeting.

(Reference – minute of the Transport and Environment Committee, 18 June 2012 (item 17); report by the Acting Director of Services for Communities, submitted)

## 10. Street Lighting – Roll Out of Light Emitting Diode (LED) Lanterns Across The City

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On 14 January 2014, the Transport and Environment Committee considered a report titled Street Lighting – Result of White Light Pilot Project, and noted that further business cases/financial models to upgrade the remaining stock would be reported to Committee.

Following the recent replacement of a further 7,000 lanterns, details of the business case and optimum timeline for upgrading the remaining street lights across the city were provided.

### Decision

- 1) To approve the business case in principle and to refer the Acting Director of Services for Communities report to Council for formal approval of the prudential borrowing.
- 2) To note that the lessons learned from the Salix project had directly informed the design solution that would be used in any further roll out of LED lighting.
- 3) To ask Officers to provide residents with advanced warning of any future work in their street regarding the roll out of LED lanterns.

- 4) To ask Officers to liaise with the relevant department concerning the removal of trees/branches that reduce the effectiveness of the lanterns.

(Reference – minute of the Transport and Environment Committee, 14 January 2014 (item 13); minute of the Finance and Resources Committee, 16 January 2014 (item 23); report by the Acting Director of Services for Communities, submitted)

## **11. Assessing Supported Bus Services: Further Report**

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A report on the development of a revised system for the procurement of supported bus services, including a tool to assess value for money and non-financial benefits of these services was provided.

### **Decision**

- 1) To approve the recommendations on weightings to be applied to the assessment of supported bus services.
- 2) To note that there would be a further report to Transport and Environment Committee on 15 March 2016.

(References – minute of the Transport and Environment Committee 25 August 2015 (item 20); report by the Acting Director of Services for Communities, submitted)

## **12. Future Bus Lanes Expansion Plans and Bus Lane Camera Enforcement Update**

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A review of previous and current transport studies had been undertaken and identified a number of potential locations for future bus lanes. Approval was sought to remove two redundant bus lanes at Bread Street and the A1 eastbound off-slip road at Newcraighall.

### **Decision.**

- 1) To note the contents of the Acting Director of Services for Communities report with regard to future bus lane expansion plans.
- 2) To note the plans for further expansion of bus lane camera enforcement and that the first new sites would become operational in the last quarter of 2015.
- 3) To note that Leith Walk would be assessed for suitability for bus lane camera enforcement.
- 4) To approve the proposals to deploy bus lane cameras to enforce the general traffic ban on Princes Street.
- 5) To note that a new bus lane camera came into operation at the Shore on 3 August 2015.
- 6) To approve the commencement of the statutory procedures necessary to remove the existing bus lanes on Bread Street and the A1 eastbound off-slip road at Newcraighall.

- 7) To discharge the outstanding remit from the Transport and Environment Committee of 26 August 2014 to report back on future bus lane expansion plans for the city and to provide an update on bus lane camera enforcement.
- 8) To ask that Officers explore using existing street furniture to host additional CCTV cameras.

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

### **13. Carriageway and Footway Capital Investment Strategy**

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Approval was sought for a new strategic approach to capital investment in the city's roads and footways.

#### **Decision**

- 1) To approve the new approach to carriageway and footway investment.
- 2) To note that a further report, detailing the full investment strategy for carriageways and footways would be presented to the Transport and Environment Committee on 12 January 2016.
- 3) To request that within the annual assessment of the condition of the city's roads report that Officers report against the new investment strategy (graph 3.6).

(References – minute of the Transport and Environment Committee, 28 October 2014 (item 14) report by the Acting Director of Services for Communities, submitted.)

### **14. Roseburn to Leith Walk Cycle Route and Street Improvement Project – Public Consultation for the Preliminary Design**

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Details were provided of the creation of a 'family-friendly' cycle route between Roseburn and Leith Walk.

#### **Decision**

- 1) To note the content of the Acting Director of Services for Communities report and the preliminary design.
- 2) To approve commencement of public consultation on the scheme.
- 3) To ask that the material available for the public consultation be drafted in user friendly language.

(References – minute of the Transport and Environment Committee, 3 June 2014 (item 12); report by the Acting Director of Services for Communities, submitted)

## **15. Services for Communities Financial Monitoring – 2015-16 – Half Year Position**

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Details were provided of the half year monitoring position for Services for Communities together against the approved 2015/16 revenue and capital budgets.

### **Decision**

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

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

## **16. Objection to Proposed Waiting Restrictions – Seaforth Drive / Groathill Road South / Groathill Avenue Traffic Regulation Order (TRO) 14/31**

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Details were provided of a proposed TRO to introduce waiting and loading restrictions on sections of Seaforth Drive, Groathill Road South, Groathill Avenue and Groathill Avenue South.

### **Decision**

To note that four objections had been withdrawn following amendment of the original proposal, and to discharge the remaining objection allowing the Traffic Regulation Order, as amended, to be made.

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

## **17. Sustainable Scotland Network Conference 2015**

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### **Decision**

To note the action taken by the Acting Director of Services for Communities, in consultation with the Convener of the Transport and Environment Committee in approving attendance by Councillor Burgess at the Sustainable Scotland Network Conference in Edinburgh on 3 November 2015, under paragraph 3.1 of the Committee Terms of Reference.

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

## **18. Resolution of Fly-Tipping at Caroline Park Avenue EH15 1HY**

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The Petitions Committee on 3 September 2015 considered a report by the Deputy Chief Executive outlining the petition 'Resolution of Fly-Tipping at Caroline Park Avenue, EH5 1HY'. The Committee agreed to refer the petition to the Transport and Environment Committee for consideration.

## **Decision.**

To note that the Forth Neighbourhood Partnership Team had arranged for the area task force to clean up the area.

(References – minute of the Petitions Committee 3 September 2015 (item 5); report by the Acting Director of Services for Communities, submitted)

## **19. Landfill and Recycling**

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An update was provided on performance regarding the amount of non recyclable waste sent to landfill, and the amount of waste recycled for the period April to July 2015

### **Decision**

- 1) To note the contents of the Acting Director of Services for Communities report.
- 2) For comparison purposes details of the financial impact of the increasing levels of recycling to be included in future reports (e.g. reduction of carbon tax).
- 3) Members to forward any complaints regarding the assisted collection service directly to Head of Services – Environment who will investigate.
- 4) To invite members of the Waste Services team to a future meeting of the Committee to present an overview of the project, including what worked well.

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

## **20. Carbon Literacy – Motion by Councillor Hinds**

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

“The Carbon Literacy initiative is a unique behavioural change project originating in Manchester. It is designed to address the issues around climate change by assisting individuals to make small simple steps to reduce their carbon footprint. This year the Manchester programme will offer everyone who lives, works or studies in the city a day’s worth of carbon literacy training. Individuals who become trained can then in turn train others. The Scheme has grown across the Manchester region and the wider North West. Manchester City Council is reporting clear benefits from the initiative both in terms of reducing carbon and in developing genuine community partnerships.

Given the Council’s aim to reduce carbon emissions by 42% by 2020, there is an obvious link with the Carbon Literacy Programme, the Council’s SEAP which has a specific objective to address behaviour change across Edinburgh and the role of the Edinburgh Sustainable Development Partnership in delivering initiatives across the city.

In light of the above, the Committee is requested to call for a report that looks at the potential for a Carbon Literacy or equivalent initiative in Edinburgh and in particular the role of the ESDP in delivery of such a programme. The report should also address any costing or resource implications.”

## **Decision**

To approve the motion.

### **21. Weed Control and Use of Glyphosate – Motion by Councillor Booth**

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The following motion by Councillor Booth, seconded by Councillor Bagshaw was submitted in terms of Standing Order 29.1.

“ This committee notes:

1. That earlier this year, the International Agency for Research on Cancer (IARC), an arm of the World Health Organisation (WHO), classified glyphosate as “probably carcinogenic to humans”;
2. That several countries, including Holland, Denmark and Sweden, have banned or restricted the use of glyphosate by local authorities and that some cities, including Chicago and Paris, have voluntarily made their public spaces glyphosate-free;
3. That glyphosate forms the basis of herbicides used by the Council to control weed growth on streets and in parks and green spaces, and that around 4,700 litres of herbicide are applied by the council each year;
4. That council officers are already investigating alternatives to the use of glyphosate;

This committee believes that:

5. Where substantial evidence of the negative impact of chemicals on human health and the wider environment exists, the council should pursue the precautionary principle and should seek to utilise other weed control methods where evidence of such negative impacts does not exist;

The Committee therefore agrees:

6. To continue to investigate alternatives to the use of glyphosate for weed control and undertake at least two pilots to trial alternative weed control strategies, presenting a report to committee within twelve months with options and costs of alternative weed control methods.
7. To phase out the use of glyphosate by the Council as soon as an effective and cost-effective alternative weed control strategy has been identified.

## **Decision**

To approve the motion.

# Key decisions forward plan

# Item 5.1

## Transport and Environment Committee March 2016 – June 2016

| Item | Key decisions  | Expected date of decision | Wards affected               | Director and Lead Officer   | Coalition pledges and Council |
|------|--|---------------------------|------------------------------|---|-------------------------------|
| 1    | Leith Programme - Consultation and Design  | 15 March 2016             | City Centre/Leith/Leith Walk | Executive Director of Place<br>Lead Officer: Ian Buchanan,<br>Neighbourhood Manager<br>0131 529 7524<br><a href="mailto:ian.buchanan@edinburgh.gov.uk">ian.buchanan@edinburgh.gov.uk</a>      |                               |
| 2    | A71 at Dalmahoy - Introduction and Funding of Traffic Signals                                | 15 March 2016             | Pentlands                    | Executive Director of Place<br>Lead Officer: Iain Peat, Professional Officer<br>0131 469 3416<br><a href="mailto:iain.peat@edinburgh.gov.uk">iain.peat@edinburgh.gov.uk</a>                   |                               |
| 3    | Objections to Traffic Regulation Order TRO/14/15, Belgrave Place, Edinburgh                  | 15 March 2016             | Inverleith                   | Executive Director of Place<br>Lead Officer: Steven Saunders, Professional officer<br>0131 529 3907<br><a href="mailto:steven.saunders@edinburgh.gov.uk">steven.saunders@edinburgh.gov.uk</a> |                               |
| 4    | Edinburgh Street Design Guidance and Carriageway and Footway Investment (Renewals) Programme | 15 March 2016             | All Wards                    | Executive Director of Place<br>Lead Officer: Nazan Kocak, Professional Officer<br>0131 469 3788<br><a href="mailto:nazan.kocak@edinburgh.gov.uk">nazan.kocak@edinburgh.gov.uk</a>             |                               |

| Item | Key decisions   | Expected date of decision | Wards affected        | Director and Lead Officer   | Coalition pledges and Council |
|------|---|---------------------------|-----------------------|---|-------------------------------|
| 5    | Supported Bus Service Future Network  | 15 March 2016             | All Wards             | Executive Director of Place<br>Lead Officer: Chris Day, Project Officer<br>0131 469 3568<br><a href="mailto:chris.day@edinburgh.gov.uk">chris.day@edinburgh.gov.uk</a>              |                               |
| 6    | Objections to TRO/13/49, Proposed Disabled Bay – Oxgangs Library Car Park                               | 15 March 2016             | Colinton/Fairmilehead | Executive Director of Place<br>Lead Officer: Mike Avery ,<br>Neighbourhood Manager<br>0131 527 3801<br><a href="mailto:mike.avery@edinburgh.gov.uk">mike.avery@edinburgh.gov.uk</a> |                               |
| 7    | Objections to TRO/13/55F, Proposed Waiting Restrictions - Kirkgate, Currie                              | 15 March 2016             | Colinton/Fairmilehead | Executive Director of Place<br>Lead Officer: Mike Avery ,<br>Neighbourhood Manager<br>0131 527 3801<br><a href="mailto:mike.avery@edinburgh.gov.uk">mike.avery@edinburgh.gov.uk</a> |                               |
| 8    | Objections to TRO/13/55F, Proposed Waiting Restrictions - Pentland Drive at Junction with Pentland View | 15 March 2016             | Colinton/Fairmilehead | Executive Director of Place<br>Lead Officer: Mike Avery ,<br>Neighbourhood Manager<br>0131 527 3801<br><a href="mailto:mike.avery@edinburgh.gov.uk">mike.avery@edinburgh.gov.uk</a> |                               |
| 9    | School Crossing Patrol Service  | 15 March 2016             | All Wards             | Executive Director of Place<br>Lead Officer: Allan Hoad, Transport Officer<br>0131 469 3393<br><a href="mailto:allan.hoad@edinburgh.gov.uk">allan.hoad@edinburgh.gov.uk</a>         |                               |



| Item | Key decisions  | Expected date of decision | Wards affected | Director and Lead Officer  | Coalition pledges and Council |
|------|--|---------------------------|----------------|--|-------------------------------|
| 10   | Charlotte Square Public Realm Improvements - Amendment to TRO implementation Date - Objections | 15 March 2016             | City Centre    | Executive Director of Place<br>Lead Officer: Jamie Robertson, Senior Professional Officer<br>0131 469 3654<br><a href="mailto:jamie.robertson@edinburgh.gov.uk">jamie.robertson@edinburgh.gov.uk</a> |                               |
| 11   | Review of Tables and Chairs Summer Festival Trial in George Street                             | 15 March 2016             | City Centre    | Executive Director of Place<br>Lead Officer: Iain MacPhail, Project Manager<br>0131 529 7804<br><a href="mailto:iain.macphail@edinburgh.gov.uk">iain.macphail@edinburgh.gov.uk</a>                   |                               |
| 12   | Delivering the Local Transport Strategy 2014-19: Parking Action Plan                           | 15 March 2016             | All            | Executive Director Place -<br>Lead Officer: Andrew Mackay, Professional Offer,<br>0131 429 35 77<br><a href="mailto:a.mackay@edinburgh.gov.uk">a.mackay@edinburgh.gov.uk</a>                         |                               |
| 13   | George Street Experimental Traffic Regulation Order Mid Year Review                            | 15 March 2016             | City Centre    | Executive Director of Place<br>Lead Officer: Iain MacPhail, Project Manager<br>0131 529 7804<br><a href="mailto:iain.macphail@edinburgh.gov.uk">iain.macphail@edinburgh.gov.uk</a>                   |                               |
| 14   | Travel Discount Cards for Young Carers   | 15 March 2016             | All Wards      | Executive Director of Place<br>Lead Officer: John Bury, Head of Transport and Planning<br>0131 529 3494<br><a href="mailto:john.bury@edinburgh.gov.uk">john.bury@edinburgh.gov.uk</a>                |                               |

| Item | Key decisions   | Expected date of decision | Wards affected | Director and Lead Officer  | Coalition pledges and Council |
|------|---|---------------------------|----------------|--|-------------------------------|
| 15   | Young Street Experimental Traffic Regulation Order            | 15 March 2016             | City Centre    | Executive Director of Place<br>Lead Officer: Iain MacPhail, Project Manager<br>0131 529 7804<br>iain.macphail@edinburgh.gov.uk         |                               |
| 16   | Post Tram City Centre Review - West End                       | 15 March 2016             | City Centre    | Executive Director of Place<br>Lead Officer: Alasdair Sim, Interface Manager<br>0131 529 6165<br>alasdair.sim@edinburgh.gov.uk         |                               |
| 17   | Automated Recycling Points                                    | 15 March 2016             | All Wards      | Executive Director of Place<br>Lead Officer: Angus Murdoch, Waste Strategy Officer<br>0131 469 5427<br>angus.murdoch@edinburgh.gov.uk  |                               |
| 18   | Management of the Almond Weirs for Fish Migration             | 15 March 2016             |                | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk |                               |
| 19   | Business Bulletin - Update on Phase 2 of Street Scene Project | 15 March 2016             | All Wards      | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk |                               |

| Item | Key decisions   | Expected date of decision | Wards affected   | Director and Lead Officer   | Coalition pledges and Council |
|------|---|---------------------------|------------------|---|-------------------------------|
| 20   | Landfill and Recycling  | 15 March 2016             | All Wards        | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk    |                               |
| 21   | Cleanliness of the City   | 15 March 2016             | All Wards        | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk    |                               |
| 22   | Results of Submission to Heritage Lottery Fund for Restoration of Saughton Park | 15 March 2016             | Sighthill/Gorgie | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk    |                               |
| 23   | Objections to TRO 14/15 – Belgrave Place, Edinburgh                             | 15 March 2016             | Inverleith       | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service – Environment<br>0131 529 7047<br>david.lyon@edinburgh.gov.uk    |                               |
| 24   | Corporate Performance Framework   | 15 March 2016             | All              | Chief Executive<br>Lead Officer: Gosia Szymczak, Senior Business Intelligence Officer<br>0131 529 5083<br>gosia.szymczak@edinburgh.gov.uk |                               |
| 25   | 9% Budget Commitment to Cycling - Summary of                                    | 15 March 2016             | All              | Executive Director of Place<br>Lead Officer: Chris Brace, Project   |                               |

| Item | Key decisions  | Expected date of decision | Wards affected | Director and Lead Officer  | Coalition pledges and Council |
|------|--|---------------------------|----------------|--|-------------------------------|
|      | Expenditure  |                           |                | Officer (Cycling)<br>0131 469 3602<br>chris.brace@edinburgh.gov.uk   |                               |
| 26   | Performance report: Apr - Sept   | 7 June 2016               | All Wards      | Chief Executive<br>Lead Officer: Jo McStay, Corporate Manager<br>0131 529 7950<br><a href="mailto:jo.mcstay@edinburgh.gov.uk">jo.mcstay@edinburgh.gov.uk</a><br><br>Deputy Chief Executive<br>Lead Officer: Gosia Szymczak, Senior Business Intelligence Officer<br>0131 529 5083<br>gosia.szymczak@edinburgh.gov.uk |                               |
| 27   | Resilient Edinburgh – Climate Change Framework 2014-2020 - progress report             | 7 June 2016               | All Wards      | Chief Executive<br>Lead Officer: James Garry, Corporate Policy & Strategy Officer<br>0131 469 3578<br><a href="mailto:james.garry@edinburgh.gov.uk">james.garry@edinburgh.gov.uk</a>   |                               |
| 28   | Public Utilities Q4  | 7 June 2016               | All Wards      | Executive Director of Place<br>Lead Officer: Stuart Harding, Performance Manager<br>0131 529 3704<br>stuart.harding@edinburgh.gov.uk   |                               |
| 29   | Marchmont to King's Buildings Cycle Route - Objections to Traffic Regulation Order and | 7 June 2016               | City Centre    | Executive Director of Place<br>Lead Officer: Callum Smith, Senior Professional Officer<br>0131 469 3592  |                               |

| Item | Key decisions                                    | Expected date of decision | Wards affected | Director and Lead Officer  | Coalition pledges and Council |
|------|--|---------------------------|----------------|--|-------------------------------|
|      | Redetermination Order                            |                           |                | <a href="mailto:c.smith@edinburgh.gov.uk">c.smith@edinburgh.gov.uk</a>   |                               |
| 30   | Landfill and Recycling                           | 7 June 2016               | All Wards      | Executive Director of Place<br>Lead Officer: Gareth Barwell, Waste & Fleet Manager<br>0131 529 5844<br>gareth.barwell@edinburgh.gov.uk |                               |
| 31   | Cleanliness of the City                          | 7 June 2016               | All Wards      | Executive Director of Place<br>Lead Officer: Gareth Barwell, Waste & Fleet Manager<br>0131 529 5844<br>gareth.barwell@edinburgh.gov.uk |                               |
| 32   | Forth Estuary – Local Flood Risk Management Plan | 7 June 2016               | Forth          | Executive Director of Place<br>Lead Officer: Tom Dougall, Maintenance Manager<br>0131 469 3753<br>tom.dougall@edinburgh.gov.uk         |                               |

## Transport and Environment Committee 12 January 2016

| No | Date            | Report Title  | Action   | Action Owner   | Expected completion date | Actual completion date | Comments     |
|----|-----------------|---|--|--|--------------------------|------------------------|--------------|
| 1  | 27 October 2015 | <a href="#">Carbon Literacy – Motion by Councillor Hinds</a>                    | To call for a report that looks at the potential for a Carbon Literacy or equivalent initiative in Edinburgh and in particular the role of the ESDP in delivery of such a programme. | Chief Executive<br>Lead Officer: Jenny Fausset,<br>Senior Policy Officer<br>0131 469 3538<br>jenny.fausset@edinburgh.gov.uk                    | 15 March 2016            |                        |              |
| 2  | 27 October 2015 | <a href="#">Weed Control and Use of Glyphosate – Motion by Councillor Booth</a> | To report to committee within twelve months with options and costs of alternative weed control methods.  | Executive Director of Place<br>Lead Officer: John Bury, Head of Planning and Transport<br>0131 529 3494<br>john.bury@edinburgh.gov.uk          | October 2016             |                        |              |
| 3  | 27 October 2015 | <a href="#">Landfill and Recycling</a>  | To invite members of the Waste Services team to a future meeting of the Committee to present an overview of the project, including what worked                                       | Executive Director of Place<br>Lead Officer: Andy Williams,<br>Service Support Unit Manager<br>0131 469 5660<br>andy.williams@edinburgh.gov.uk | 12 January 2016          |                        | See item 7.3 |

| No | Date            | Report Title   | Action  | Action Owner  | Expected completion date | Actual completion date | Comments     |
|----|-----------------|--|---|---|--------------------------|------------------------|--------------|
|    |                 |  | well.   |   |                          |                        |              |
| 4  | 27 October 2015 | <a href="#">Carriageway and Footway Capital Investment Strategy</a>                          | To note that a further report, detailing the full investment strategy for carriageways and footways would be presented to the Transport and Environment Committee on 12 January 2016.               | Executive Director of Place<br>Lead Officer: Sean Gilchrist,<br>Roads Renewal Manager<br>0131 529 3765<br>sean.gilchrist@edinburgh.gov.uk | 12 January 2016          |                        | See item 7.6 |
| 5  | 27 October 2015 | <a href="#">Assessing Supported Bus Services: Further Report</a>                             | To note that there would be a further report to Transport and Environment Committee on 15 March 2016.   | Executive Director of Place<br>Lead Officer: Chris Day, Project Officer<br>0131 469 3568<br>Chris.Day@edinburgh.gov.uk                    | 15 March 2016            |                        |              |
| 6  | 27 October 2015 | <a href="#">Public Utility Company Performance 2015/16 Quarter 1 (April, May, June 2015)</a> | Officers to approach the Scottish Government to ask that consideration be given to increasing the fixed penalty notices and to report back to a future Transport and Environment Committee meeting. | Executive Director of Place<br>Lead Officer: Stuart Harding,<br>Performance Manager<br>0131 529 3704<br>stuart.harding@edinburgh.gov.uk.  | 7 June 2016              |                        |              |
| 7  | 27 October 2015 | <a href="#">Policies - Assurance Statement</a>   | An update on the review process to be brought back to a future meeting  | Executive Director of Place<br>Lead Officer: John Bury, Head of Transport and Planning  | TBC                      |                        |              |

| No | Date            | Report Title   | Action  | Action Owner   | Expected completion date | Actual completion date | Comments           |
|----|-----------------|--|---|--|--------------------------|------------------------|--------------------|
|    |                 |  | of the Committee, this should also include a review of the maintenance fees of presentation seats.  | 0131 529 3494<br><a href="mailto:john.bury@edinburgh.gov.uk">john.bury@edinburgh.gov.uk</a><br>Executive Director of Place<br>Lead Officer: David Lyon, Head of Service of Environment<br>0131 529 7047<br><a href="mailto:david.lyon@edinburgh.gov.uk">david.lyon@edinburgh.gov.uk</a>  |                          |                        |                    |
| 8  | 27 October 2015 | <a href="#">Update on the Street Scene Project</a>                           | To ask that an update report be submitted regarding the next phase of the project to a future meeting of the Transport and Environment Committee.                                     | Executive Director of Place<br>Lead Officer: Karen Reeves, Open Space Strategy Manager<br>0131 469 5196<br><a href="mailto:karen.reeves@edinburgh.gov.uk">karen.reeves@edinburgh.gov.uk</a><br>Executive Director of Place<br>Robert Turner, Open Space Strategy Senior Project Officer<br>0131 529 4595<br><a href="mailto:robert.turner@edinburgh.gov.uk">robert.turner@edinburgh.gov.uk</a> | October 2016             |                        |                    |
| 9  | 25 August 2015  | <a href="#">Transport for Edinburgh - Proposed Annual Performance Report</a> | To agree 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. | Executive Director of Place<br>Lead Officer: David Lyon, Acting Head of Transport<br>0131 529 7047<br><a href="mailto:david.lyon@edinburgh.gov.uk">david.lyon@edinburgh.gov.uk</a>   | 12 January 2016          |                        | See item 7.8       |
| 10 | 25 August       | <a href="#">Edinburgh Street</a>   | To note the intention to submit a further report on   | Executive Director of Place<br>Lead Officer: Nazan Kocak,  | 15 March 2016            | 12 January 2016.       | Award of tender to |



| No | Date           | Report Title                                     | Action   | Action Owner   | Expected completion date | Actual completion date | Comments  |
|----|----------------|--|--|--|--------------------------|------------------------|---|
|    | 2015           | <a href="#">Design Guidance</a>                  | the Street Design Guidance and the roads and footways capital programme.   | Professional Officer<br>0131 469 3788<br>Nazan.kocak@edinburgh.gov.uk  |                          |                        | appoint consultant to take forward the Design Guidance is to be considered at F&R Committee on 26 November 2015.<br><br>The road and footways capital programme is scheduled for T&E on 12 January 2016. See item 7.6 |
| 11 | 25 August 2015 | <a href="#">Edinburgh Street Design Guidance</a> | To note that part C of the Guidance made up of detailed factsheets would be developed and reported to future meetings of the | Executive Director of Place<br>Lead Officer: Nazan Kocak,<br>Professional Officer<br>0131 469 3788<br>Nazan.kocak@edinburgh.gov.uk | January 2017             |                        |   |

| No | Date           | Report Title  | Action  | Action Owner  | Expected completion date | Actual completion date | Comments   |
|----|----------------|---|---|---|--------------------------|------------------------|--|
|    |                |   | Committee.  |   |                          |                        |  |
| 12 | 25 August 2015 | <a href="#">Edinburgh Street Design Guidance</a>  | To note that there would be a report back to the Committee on initial experience with use of the guidance by the end of 2016. In the meantime, authorise the Head of Transport to make necessary drafting changes to the guidance as presented with the report (see para 3.8) | Executive Director of Place<br>Lead Officer: Nazan Kocak,<br>Professional Officer<br>0131 469 3788<br>Nazan.kocak@edinburgh.gov.uk  | January 2017             |                        |  |
| 13 | 25 August 2015 | <a href="#">Roads Asset Management - Spray Injection Patching</a>   | To note that a further report giving full details of the proposals for the Road Asset Management Plan (RAMP) would be presented to Committee for approval later this year.  | Executive Director of Place<br>Lead Officer: George Kennedy,<br>Area Roads Manager, West,<br>Transport Review Team<br>0131 529 3792<br><a href="mailto:george.kennedy@edinburgh.gov.uk">george.kennedy@edinburgh.gov.uk</a> | 12 January 2016          |                        | See item 7.6                                     |
| 14 | 25 August 2015 | <a href="#">Edinburgh Conscientious Objectors Memorial Petition referral from the Petitions Committee</a> | To note the agreement that officers would report on the outcome of discussions with the principal petitioner.   | Executive Director of Place<br>Lead Officer: David Jamieson,<br>Parks and Greenspace Manager<br>0131 529 7055<br>david.jamieson@edinburgh.gov.uk  | 12 January 2016          |                        | Expected completion date revised to 7 June 2016. |

| No | Date        | Report Title  | Action  | Action Owner  | Expected completion date                               | Actual completion date | Comments   |
|----|-------------|---|---|---|--|------------------------|--|
| 15 | 2 June 2015 | <a href="#">Pentland to Portobello Cyclepath and Walkway – Motion by Councillor Robson</a>                  | 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.   | Executive Director of Place<br>Lead Officer: John Bury,<br>0131 529 3494<br>john.bury@edinburgh.gov.uk  | 27 October 2015  | 12 January 2016.       | See item 7.7   |
| 16 | 2 June 2015 | <a href="#">Seafeld Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan</a> | 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. | Executive Director of Place<br>Lead Officer: Natalie McKail,<br>Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager<br>0131 529 7300<br>Natalie.mckail@edinburgh.gov.uk<br><br>Colin Sibbald, Food, Health and Safety Manager<br>0131 469 5924<br>Colin.sibbald@edinburgh.gov.uk<br><br>Alan Moonie, Team Manager, Planning Service<br>0131 529 3909<br>Alan.moonie@edinburgh.gov.uk | TBC – pending outcome of Scottish Government response. |                        | 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 –<br><br>Lead Officer from Scottish |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments  |
|----|------|--------------|--------|--------------|--------------------------|------------------------|---|
|    |      |              |        |              |                          |                        | <p>Government met with the Convener and Vice Convener and Senior Officers to discuss the community concerns regarding odor and a letter has been sent to this Lead Officer concerning the actions which have been agreed. Further meetings are scheduled between elected members community representati</p> |

| No | Date        | Report Title   | Action  | Action Owner  | Expected completion date | Actual completion date | Comments          |
|----|-------------|--|---|---|--------------------------|------------------------|-------------------|
|    |             |  |   |   |                          |                        | ves and officers. |
| 17 | 2 June 2015 | <a href="#">Seafield Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan</a> | To note the recent improvements which have become operational as set out in section 3.15 and requests that an evaluation report be provided in one year detailing the findings of the continued monitoring and assessment programme, including the outcome of any investigations into any major odour incidents | Executive Director of Place<br>Lead Officer: Natalie McKail,<br>Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager<br>0131 529 7300<br>Natalie.mckail@edinburgh.gov.uk<br><br>Colin Sibbald, Food, Health and Safety Manager<br>0131 469 5924<br>Colin.sibbald@edinburgh.gov.uk<br>Alan Moonie, Team Manager, Planning Service<br>0131 529 3909<br>Alan.moonie@edinburgh.gov.uk | 07 June 2016             |                        |                   |
| 18 | 2 June 2015 | <a href="#">Impact of the Increases to Fixed Penalty Notice amounts</a>                                      | To agree to receive a further report in 6 months regarding discussions with the Procurator Fiscal and the enforcement of fixed penalty notices  | Executive Director of Place<br>Lead Officer: Susan Mooney,<br>Head of Service Community Safety<br>0131 529 5787<br>susan.mooney@edinburgh.gov.uk  | 12 January 2016          |                        | See item 7.2      |
| 19 | 2 June 2015 | <a href="#">MyParkScotland – Innovative Funding for Edinburgh's Parks</a>                                    | To agree to receive an update in 12 months time.  | Executive Director of Place<br>Lead Officer: David Jamieson,<br>Parks and Greenspace Manager<br>0131 529 7055   | 12 June 2016             |                        |                   |

| No | Date        | Report Title   | Action  | Action Owner  | Expected completion date | Actual completion date | Comments  |
|----|-------------|--|---|---|--------------------------|------------------------|---|
|    |             |  |   | david.jamieson@edinburgh.gov.uk   |                          |                        |   |
| 20 | 2 June 2015 | <a href="#">City Centre Public Spaces Manifesto Update</a>                         | To note that a report on the findings and recommendations of this public consultation and Castle Street trial would be submitted to the Transport and Environment Committee in the Autumn of 2016.  | Executive Director of Place<br>Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804<br>iain.macphail@edinburgh.gov.uk | October 2016             |                        |   |
| 21 | 2 June 2015 | <a href="#">Review of Tables and Chairs Summer Festival Trial in George Street</a> | 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. | Executive Director of Place<br>Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804<br>iain.macphail@edinburgh.gov.uk | 15 March 2016            |                        | Expected completion date revised from 12 January 2016 |
| 22 | 2 June 2015 | <a href="#">Bus Lane Network Review – Objection to the Experimental</a>            | To note that the results of the trials would be reported to the Committee in Autumn   | Executive Director of Place<br>Lead Officer: Len Vallance, Senior Professional Officer, Projects Development                              | October 2016             |                        |   |

| No | Date          | Report Title  | Action   | Action Owner  | Expected completion date | Actual completion date | Comments  |
|----|---------------|---|--|---|--------------------------|------------------------|---|
|    |               | <a href="#">Traffic Regulation Orders</a>   | 2016   | 0131 469 3629<br>len.vallance@edinburgh.gov.uk  |                          |                        |   |
| 23 | 17 March 2015 | <a href="#">George Street Experimental traffic Regulation Order Mid Year review</a> | 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.  | Executive Director of Place:<br>Lead Officer: Iain MacPhail, City Centre Programme Manager<br>0131 529 7804<br>iain.macphail@edinburgh.gov.uk | 15 March 2016            |                        | Expected completion date revised from 12 January 2016 |
| 24 | 17 March 2015 | <a href="#">A71 Dalmahoy Junction Options Report</a>                                | To agree to undertake a detailed design for the signalisation of the junction with a more detailed cost estimate, including land acquisition and any required planning consents and to receive a report on these issues, along with details of how to find the additional required funding, in the first quarter of next year. | Executive Director of Place<br>Lead Officer: Iain Peat, Professional Officer, Road Safety<br>0131 469 3416<br>iain.peat@edinburgh.gov.uk      | 15 March 2016            |                        |   |
| 25 | 17 March 2015 | <a href="#">Travel Discount Cards for Young Carers – Motion by</a>                  | The Acting Director of Services for Communities to explore options with  | Executive Director of Place<br>Lead Officer: David Lyon, Head of Service - Transport  | 15 March 2016            |                        | Discussions have taken place                          |

| No | Date            | Report Title   | Action   | Action Owner  | Expected completion date | Actual completion date | Comments   |
|----|-----------------|--|--|---|--------------------------|------------------------|--|
|    |                 | <a href="#">Councillor Hinds</a>                                   | 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.  | 0131 529 7047<br>david.lyon@edinburgh.gov.uk  |                          |                        | between Lothian Buses and H&SC. If required, a report will be submitted to a future meeting of the committee.<br><br>Expected completion date revised from 12 January 2016 |
| 26 | 13 January 2015 | <a href="#">Updated Pedestrian Crossing Prioritisation 2014/15</a> | 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. | Executive Director of Place<br>Lead Officer: Stacey Skelton,<br>Transport Officer<br>0131 469 3558<br>stacey.skelton@edinburgh.gov.uk | 15 March 2016            |                        | Expected completion date revised to 15 March 2016 to allow extra time to carry out larger volume of  |



| No | Date            | Report Title   | Action  | Action Owner   | Expected completion date | Actual completion date | Comments  |
|----|-----------------|--|---|--|--------------------------|------------------------|---|
|    |                 |  |   |  |                          |                        | assessments than originally proposed.                 |
| 27 | 13 January 2015 | <a href="#">Young Street Experimental Traffic Regulation Order</a> | A report to be brought to Committee in December 2015 analysing the trial's impact and making further recommendations based on the research outcomes | Executive Director of Place<br>Lead Officer: Contact: Iain MacPhail, City Centre Programme Manager<br>0131 529 7804<br>iain.macphail@edinburgh.gov.uk    | 15 March 2016            |                        | Expected completion date revised from 12 January 2016 |
| 28 | 13 January 2015 | <a href="#">Edinburgh Community Solar Co-operative</a>             | To receive a report on any decision taken on this matter.   | Executive Director of Place<br>Lead Officer: Peter Watton, Head of Service for Corporate Property<br>0131 529 5962<br>peter.watton@edinburgh.gov.uk      | 12 January 2016          |                        | See item 6.1 - Business Bulletin.                     |
| 29 | 13 January 2015 | <a href="#">EU Mayors Adapt</a>                                    | To note a climate change adaptation action plan will be developed and presented to Committee for consideration in Winter 2015.                      | Chief Executive<br>Lead Officers: James Garry & Fiona Macleod<br>0131 469 3578/469 3513<br>james.garry@edinburgh.gov.uk / fiona.macleod@edinburgh.gov.uk | 15 March 2016            |                        | Expected completion date revised from 12 January 2016 |
| 30 | 13 January 2015 | <a href="#">Attitudes to Recycling</a>                             | To agree for an updated communications and engagement strategy to   | Executive Director of Place<br>Lead Officer: Ryan McEwan, Community Engagement Manager   | 7 June 2016              |                        | Expected completion date                              |

| No | Date            | Report Title   | Action   | Action Owner  | Expected completion date | Actual completion date | Comments  |
|----|-----------------|--|--|---|--------------------------|------------------------|---|
|    |                 |  | be brought to Committee in Autumn 2015.  | 0131 469 5443<br><a href="mailto:ryan.mcewan@edinburgh.gov.uk">ryan.mcewan@edinburgh.gov.uk</a>   |                          |                        | revised to 7 June 2016 from 12 January 2016.  |
| 31 | 28 October 2014 | <a href="#">Resilient Edinburgh - Climate Change Framework 2014-2020</a> | To note an action plan will be developed and presented to Committee for consideration in Winter 2015.  | Chief Executive<br>Lead officer: James Garry, Corporate Policy and Strategy Officer & Fiona Macleod, Corporate Policy and Strategy Officer<br>0131 469 3578/0131 469 3513<br><a href="mailto:james.garry@edinburgh.gov.uk">james.garry@edinburgh.gov.uk</a><br><a href="mailto:fiona.macleod@edinburgh.gov.uk">fiona.macleod@edinburgh.gov.uk</a> | 15 March 2016            |                        | Expected completion date revised from 12 January 2016   |
| 32 | 28 October 2014 | <a href="#">Water of Leith Basin</a>                                     | 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'. | Executive Director of Place<br>Lead officer: Tom Dougall, Maintenance Manager<br>0131 469 3753<br><a href="mailto:tom.dougall@edinburgh.gov.uk">tom.dougall@edinburgh.gov.uk</a>  | 15 March 2016            |                        | The progression of the siltation study has been delayed. The study is linked to the Integrated Catchment Study (ICS) which is being progressed in |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments   |
|----|------|--------------|--------|--------------|--------------------------|------------------------|--|
|    |      |              |        |              |                          |                        | <p>partnership, but is behind programme. There has also been an issue in appointing the same consultant to do both pieces of work, and it is now anticipated that approval to award a contract will be sought at the F&amp;R Committee on 14 January 2016.</p> <p>Expected completion date revised from 12</p> |

| No | Date           | Report Title  | Action   | Action Owner  | Expected completion date | Actual completion date | Comments  |
|----|----------------|---|--|---|--------------------------|------------------------|---|
|    |                |   |  |   |                          |                        | January 2016  |
| 33 | 26 August 2014 | <a href="#">Post Tram City Centre Review – West End</a> | To investigate options to introduce a right turn from Queen Street westbound into Queen Street Gardens East. | Executive Director of Place<br>Lead Officer:<br>Alasdair Sim, Interface Manager<br>0131 529 6165<br>alasdair.sim@edinburgh.gov.uk | 15 March 2016            |                        | It is anticipated that an assessment will be completed for the implications of opening this right turn. This to be reported to the November Future Transport Working Group<br><br>Expected completion date revised from 2 June 2015 |
| 34 | 04 June 2013   | <a href="#">Public Realm Strategy Annual</a>            | To agree to a review of the Public Realm   | Executive Director of Place<br>Lead Officer: Karen Stevenson,   | January 2017             |                        | Review of the Public  |

| No | Date          | Report Title  | Action  | Action Owner  | Expected completion date | Actual completion date | Comments   |
|----|---------------|---|---|---|--------------------------|------------------------|--|
|    |               | <a href="#">Review 2012-13</a>                            | Strategy.   | Senior Planning Officer<br>0131 469 3659<br>karen.stevenson@edinburgh.gov.uk  |                          |                        | Realm Strategy. To be aligned with the Edinburgh Street Design Guidance and the Public Spaces manifesto in 2016.<br><br>Expected completion date revised from 27 October 2015. |
| 35 | 19 March 2013 | <a href="#">Leith Programme – Consultation and Design</a> | To agree that officers hold discussions with relevant stakeholders on signage and branding and report back to a future Transport and Environment Committee. | Executive Director of Place<br>Lead Officer: Ian Buchanan, City Centre & Leith Neighbourhood Manager (operations)<br>0131 529 7524<br>ian.buchanan@edinburgh.gov.uk | 12 January 2016          |                        | Expected completion date revised from 12 January 2016 to 7 June 2016.  |

| No | Date            | Report Title   | Action   | Action Owner   | Expected completion date | Actual completion date | Comments  |
|----|-----------------|--|--|--|--------------------------|------------------------|---|
| 36 | 19 March 2013   | <a href="#">Review of Provision of Scientific Services in Scotland</a> | To agree to receive a further report to update the Committee on progress following the review of options and the publication of a business case in late summer 2013. | Executive Director of Place<br>Lead Officer: Susan Mooney,<br>Head of Service & Natalie McKail,<br>Environmental Health, Scientific<br>Services and Local Community<br>Planning Manager 0131 529<br>7587 / 0131 529 7300<br>susan.mooney@edinburgh.gov.uk<br>natalie.mckail@edinburgh.gov.uk | 12 January 2016          |                        | The progress of the review is complex and taking a considerable time, Officers suggest removing action and putting an action on the forward plan when these timescales are clearer. |
| 37 | 15 January 2013 | <a href="#">Automated Recycling Points</a>                             | To provide a further report once the findings of the Zero Waste Scotland pilot became known.   | Executive Director of Place<br>Lead Officer: Angus Murdoch,<br>Strategy and Recycling Officer<br>0131 469 5427<br>angus.murdoch@edinburgh.gov.uk   | tbc                      |                        | This report requires Officers to report on the outcome of national pilots funded by Scottish Government / Zero Waste Scotland. The date of publication for the afore-               |

| No | Date | Report Title | Action | Action Owner | Expected completion date | Actual completion date | Comments                              |
|----|------|--------------|--------|--------------|--------------------------|------------------------|---------------------------------------|
|    |      |              |        |              |                          |                        | mentioned reports is to be confirmed. |



## Transport and Environment Committee

**10 am Tuesday 12 January 2016**

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



# Transport and Environment Committee

| Convener:  | Members:  | Contacts  |
|--|---|---|
| <p data-bbox="167 439 411 517">Convener<br/>Cllr Lesley Hinds</p>  <p data-bbox="167 904 419 983">Vice- Convener<br/>Cllr Adam McVey</p>  | <p data-bbox="600 427 999 987">Councillor Robert Aldridge<br/>Councillor Nigel Bagshaw<br/>Councillor Gavin Barrie<br/>Councillor Chas Booth<br/>Councillor Steve Cardownie<br/>Councillor Nick Cook<br/>Councillor Karen Doran<br/>Councillor Nick Gardner<br/>Councillor Bill Henderson<br/>Councillor Allan Jackson<br/>Councillor Karen Keil<br/>Councillor Mark McInnes<br/>Councillor Ian Perry</p> | <p data-bbox="1090 427 1358 539">Marie Craig<br/>Business Manager<br/>☎ 0131 529 7739</p> <p data-bbox="1090 589 1358 701">Carolyn Nickels<br/>Business Manager<br/>☎ 0131 529 6725</p> <p data-bbox="1090 750 1377 862">Stuart McLean<br/>Committee Services<br/>☎ 0131 529 4106</p> |

## Recent news

### Edinburgh Community Solar Co-operative Project

A signed Agreement between the Council and Edinburgh Community Solar Co-operative (ECSC) is now in place, granting a licence to ECSC to install community-owned solar panels on Council-owned buildings. The Agreement also includes details of the intended service and community benefits to be provided by ECSC.

ECSC launched their public share offer on the 29 September, beginning their process of raising the £1.4 of capital required for installations. In mid November, the ECSC Board took the decision to extend the share offer to investors outside of Edinburgh to maximise ECSC's ability to raise funds. ECSC secured the full £1.4m funding by the 1 December 2015 deadline.

On 20 August 2015, the Council appointed Councillors Chas Booth, Bill Henderson and Lesley Hinds to the Board of Edinburgh Community Solar Co-operative. There are now 11 members on the [ECSC Board](#).

The UK Government's Feed in Tariff programme guarantees a rate of payment for electricity generated from qualifying solar panel installations. ECSC submitted their application for Feed in Tariffs in September 2015 thereby securing a defined Feed in Tariff for a period of 12 months. ECSC have a contractor in place and intend to progress with further survey work and installations now funding is in place.

The UK Government is implementing changes to both Feed in Tariffs and the Enterprise Investment Scheme which will have a direct impact on this scheme as well as a broader impact across the solar industry.

Up until the end of November, investors in ECSC benefited from the Enterprise Investment Scheme which offers tax relief on shares. As of 30 November 2015, community renewable programmes are no longer eligible for tax relief under the scheme. Whilst this coincides with the intended closure of the share offer, the removal of this benefit will impact on ECSC's ability to raise further funds moving forward.

Following a public consultation, the Government proposes to significantly reduce the level of Feed in Tariff revenue for

## Background

ECSC's plan to install community owned solar panels on up to 25 Council-owned buildings. Capital to fund the scheme has been raised through a public share offer.

ECSC will create a community benefit fund which will distribute up to £1m in grant funding over the 20 year duration of the agreement. In addition, ECSC will engage a board of directors and the wider public in energy related activities across Edinburgh. There is potential for Council buildings, and associated communities, to benefit directly from the scheme.

Community renewable schemes have the potential to deliver a range of social and economic benefits to local communities, including increased autonomy, empowerment and resilience. Coalition ['Pledge 53'](#) confirms the City of Edinburgh Council's commitment to community-based energy initiatives.

The introduction of renewable generation in the Council's estate would be welcomed by many who see

solar PV schemes by around 64% from February onwards. The Government have also removed the ability for community groups to register schemes prior to installation works (and 'lock-in' a defined feed in tariff rate). ECSC registered for Feed in Tariffs in advance of the changes so this shouldn't impact on current buildings under the proposal. However, these changes will make it more challenging for ECSC to add additional buildings in to scope for this agreement or for this delivery model to be replicated in the future.

renewables as a visible and tangible demonstration of environmental commitment. Electricity generation consumed on-site would contribute towards reducing the Council's Carbon Emissions, and would also contribute towards high level policy objectives.

**Forthcoming Activities:**

None

# Transport & Environment Committee

10am, Tuesday, 12 January 2016

## Water of Leith Conservation Trust - Third Sector Organisation Grant Award 2016/2017

|                   |     |
|-------------------|-----|
| Item number       | 7.1 |
| Report number     |     |
| Executive/routine |     |
| Wards             | All |

### Executive summary

---

The purpose of this report is to recommend a third sector organisation award to the Water of Leith Conservation Trust (WOLCT) of £25,175 for 2016/2017.

This is consistent with the recommendation agreed by the Transport and Environment Committee on 17 March 2015, to seek a reduction from 2014/15 levels of 10% over 2016/17 and 2017/18.

This will enable the continuation of the collaborative approach between the Council and the WOLCT to the management of the Water of Leith, while ensuring that the level of award makes a contribution to the overall saving requirements of the Council at this time.

### Links

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|                          |                                  |
|--------------------------|----------------------------------|
| Coalition pledges        | <a href="#">P30, P48</a>         |
| Council outcomes         | <a href="#">CO23, CO25, CO26</a> |
| Single Outcome Agreement | <a href="#">SO2, SO4</a>         |

## Water of Leith Conservation Trust - Third Sector Organisation Grant Award 2016/2017

### Recommendations

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It is recommended that the Committee:

- 1.1 Approves the 2016/2017 third sector organisation award to the Water of Leith Conservation Trust.
- 1.2 Agrees that an overall reduction from 2014/2015 levels of 10% be applied and be spread over 2016/17 and 2017/18.
- 1.3 Notes that the award for 2016/17 will be £25,175.
- 1.4 Notes that these reductions support the Council's response to overall budget pressures, while enabling the continuation of a collaborative approach to the management of the Water of Leith.
- 1.5 Agrees that discussions be held with the Trust to identify likely funding and service levels over the three year period from 2018/19 onwards.

### Background

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- 2.1 At its meeting on 11 February 2014, the Communities and Neighbourhoods Committee agreed the transfer of responsibility for third sector organisation grants to executive committees and policy development sub-committees.
- 2.2 The Committee also agreed that third sector grants should be aligned with the strategic plan, commissioning and capital coalition pledge priorities, and that, ideally, programmes should be funded over a three period, to provide financial stability for recipient organisations.
- 2.3 The Better Outcomes Leaner Delivery (BOLD) workstream on third sector expenditure additionally recommended a reduction in third sector spend of 10% over three years.
- 2.2 At its meeting of 17 March 2015, the Transport and Environment Committee considered the grant application for the Water of Leith Conservation Trust and agreed that the grant would be approved and maintained at the previous level of £26,500 for 2015/16, but that savings would be sought from 2016/17 onwards.

## Main report

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- 3.1 A third party grant application for 2016/17 was received from the Water of Leith Conservation Trust by the closing date of 6 November 2015. It is now the responsibility of the Transport and Environment Committee to consider the application.
- 3.2 The Water of Leith Conservation Trust is a key partner in the sustainable management of the Water of Leith. Management of the river is guided by the Council adopted Water of Leith Management Plan 2010-2020. The Plan contains 83 actions for 11 statutory agencies and organisations. The Trust has responsibility for 59% of the actions.
- 3.3 The work of the Water of Leith Conservation Trust delivers:
- a co-ordinated and integrated approach to the management of the river;
  - biodiversity improvement projects;
  - volunteering opportunities;
  - promotion of responsible public enjoyment of the river;
  - provision of the Water of Leith Visitor Centre; and
  - an education and group visit programme.
- 3.4 These activities link directly to the delivery of the management plan and provide significant added value to the environmental and visitor management activities that the Council is able to deliver directly.
- 3.5 The Trust has applied for a grant of £26,500 for 2016/17. This is the same level of grant as approved for 2015/16. It is recommended however that a reduction be applied over 2016/17 and 2017/18, in order to meet the BOLD recommendation of a reduction of 10% over the three year period from 2015/16. This requires that a reduction of £2,650 is sought by the end of 2017/18. It is recommended therefore that award of £25,175 be made in 2016/17 and an award of £23,850 be made in 2017/18.
- 3.6 The grant awarded to the Trust had remained static since 2005/6. Over this period, the services and benefits provided by the Trust have increased significantly. The number of visitors to the Water of Leith Visitor Centre has increased from 7,166 in 2005/6 to 17,125 in 2014/15 and the Centre is now open seven days a week. There has been a 25% increase in the number of volunteer hours and the number of practical tasks, river clean-ups and patrols have all doubled.
- 3.7 The Trust has indicated that it will attempt to make up the shortfall through additional fundraising activities. However, should this not be successful, the annual reduction of service as a consequence of the grant reduction of £2,650 over 2016/17 and 2017/18 is forecast to be: opening the visitor centre 6 rather than 7 days a week with an associated reduction in annual visits from 17,000 to

15,000; running 10 rather than 14 children's events; running 3 rather than 4 guided walks; hosting 1 rather than 2 large public events; facilitation of 40 rather than 50 conservation volunteer tasks; 10 rather than 12 river clean-ups; 15 rather than 18 reactive maintenance activities; 15 rather than 20 non-native invasive species tasks; and 40 (2,000 hours) rather than 50 (2,500 hours) corporate / community practical activities.

- 3.8 It is recommended that in order to support financial stability, the Council works jointly with the Trust to identify likely funding levels and associated outputs over the three period from 2018/19 to 2020/2021. This exercise will need to be carried out with reference to the prevailing financial circumstances facing the Council at the time.

## Measures of success

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- 4.1 Each grant recipient is required to complete a funding agreement which details the outcomes, outputs and targets the recipient is required to achieve. The targets contribute to both service objectives and service plans, and in this case, directly to the implementation of the Water of Leith Management Plan.
- 4.2 Delivery of these targets is monitored throughout each financial year by a Grant Monitoring Officer.

## Financial impact

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- 5.1 The recommended grant award for 2016/17 is £25,175, a 5% reduction from the sum awarded in 2015/16.
- 5.2 The award is budgeted for in the Parks & Greenspace service budget.

## Risk, policy, compliance and governance impact

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- 6.1 In February 2014, the Communities and Neighbourhoods Committee agreed to transfer responsibility for developing future grant programmes and making awards to executive committees and policy development sub-committees.
- 6.2 The Third Sector Co-production Steering Group has been set up to share good practice in the development of third sector grant programmes.
- 6.3 The work of the Water of Leith Conservation Trust assists the Council with meeting its statutory and regulatory duties with respect to biodiversity, outdoor access and public safety.

## Equalities impact

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- 7.1 The contents and recommendations of this report do not detract from the delivery of the general public sector equality duties. The work of the Water of Leith Conservation Trust does not infringe upon the ten areas of rights and makes a positive contribution to 'age' (facilities, information and resources are provided to help people of all ages learn about and enjoy the Water of Leith) and 'disability' (buildings, events and activities are accessible to people of all abilities).

## Sustainability impact

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- 8.1 The work of the Water Leith Conservation Trust has a significant positive impact on the natural and cultural heritage of the river. The Water of Leith walkway provides an opportunity for non-motorised transport, physical activity and recreation, supporting carbon reduction and health and well-being objectives.

## Consultation and engagement

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- 9.1 There was significant stakeholder engagement during the review of the third party grant process during 2013.
- 9.2 During 2015/16, engagement with the Water of Leith Conservation Trust has been maintained through the established grant monitoring arrangements.
- 9.3 Discussions were held with the Trust about the likely reduction in output arising from the proposed reduction in grant in 2016/17 and 2017/18.
- 9.4 The Council will work with the Trust to identify likely funding levels and outputs from 2018/19 onwards.

## Background reading/external references

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[Review of Council Grants to Third Parties 2013/2014, Communities and Neighbourhoods, 11<sup>th</sup> February 2014.](#)

[Services for Communities Grants to Third Sector Organisations 2015/16, Transport and Environment, 17<sup>th</sup> March 2015](#)

[Minutes, Transport and Environment Committee, 17<sup>th</sup> March 2015](#)



## John Bury

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <b>P30</b> – Continue to maintain a sound financial position including long term financial planning<br><b>P48</b> – Use Green Flag and other strategies to preserve our green spaces  |
| <b>Council outcomes</b>         | <b>CO23</b> – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community<br><b>CO25</b> – The Council has effective and efficient services that deliver on objectives<br><b>CO26</b> – The Council engages with stakeholders and works in partnership to improve services and deliver agreed objectives |
| <b>Single Outcome Agreement</b> | <b>SO2</b> – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health<br><b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric  |
| <b>Appendices</b>               | None  |

# Transport and Environment Committee

10am, Tuesday, 12 January 2016

## Enforcement of Fixed Penalty Notices for Littering and Fly Tipping

|                   |     |
|-------------------|-----|
| Item number       | 7.2 |
| Report number     |     |
| Executive/routine |     |
| Wards             | All |

### Executive summary

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On 1 April 2014, the Fixed Penalty Notice (FPN) amounts for both littering and fly tipping increased from £50 to £80, and from £50 to £200 respectively.

This report summarises the outcome of discussions held with the Procurator Fiscal in relation to the enforcement of those FPNs, as requested by the Transport and Environment Committee on 2 June 2015.

### Links

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|                          |              |
|--------------------------|--------------|
| Coalition pledges        | P44          |
| Council outcomes         | CO17<br>CO19 |
| Single Outcome Agreement | SOA4         |

## Enforcement of Fixed Penalty Notices for Littering and Fly Tipping

### Recommendations

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It is recommended that Committee:

- 1.1 notes the content of this report; and
- 1.2 discharges the remit from 2 June 2015 to report to the Transport and Environment Committee on discussions with the Procurator Fiscal in relation to the enforcement of FPNs.

### Background

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- 2.1 On 1 April 2014, the FPN amount for littering increased from £50 to £80. The FPN amount for fly tipping also increased, from £50 to £200.
- 2.2 Following the increase in 2014, revenue obtained from those FPNs increased in 2014/15 when compared with 2013/14. Although the proportion of littering FPNs paid increased slightly from 65.8% in 2013/14 to 67.4% in 2014/15, there was a drop in the proportion of fly tipping FPNs paid.
- 2.3 The proportion of paid FPNs for domestic fly tipping fell from 53.3% in 2013/14 to 35.4% in 2014/15. For trade fly tipping, the proportion paid fell from 72.0% in 2013/14 to 58.7% in 2014/15.
- 2.4 The Council reports non-payment of FPNs to the Procurator Fiscal (PF) for prosecution. To ensure that the follow up measures to address non-payment of FPNs remain robust and fit for purpose, discussions between the PF and managers from the Council's Environmental Warden and Community Protection Teams took place.
- 2.5 These discussions focussed on ways to improve FPN payment outcomes through increasing the number of prosecutions taken forward for non-payment. The discussions and PF requirements are summarised below in the main report.

### Main report

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- 3.1 Discussions with the PF considered ways in which the outcomes for non-payment of FPNs could be improved, by increasing the number of prosecutions taken forward.
- 3.2 To support an increase in prosecutions, the PF has clarified the prosecution criteria required to be met in order to secure the best possible chance of taking a case forward.

3.3 This includes ensuring that the standard of evidence gathered and available to the prosecution is of the highest standard, and meets the essential requirements which are that:

- The offence was committed; and
- The offence was committed (or commissioned) by the accused.

Both requirements must be corroborated, and the burden of proving these beyond a reasonable doubt, lies with the prosecution.

3.4 The importance of corroboration is a unique feature of Scots criminal law in that the requirement for corroborating evidence means that at least two different and independent sources of evidence are required in support of each crucial fact, before a defendant can be convicted of a crime.

3.5 Therefore, before the Environmental Wardens submit a report to the PF for non-payment of an FPN, they must be satisfied that both requirements are met in that the offence was committed, and that they have actually witnessed the offence take place. This is the case when issuing a FPN for littering, but not always for fly tipping, where evidence that the offence was committed by the accused may be obtained after the fact.

3.6 The impact of adhering to the additional evidence requirement of witnessing the offence take place, is reflected in the number of reports submitted to the PF for non-payment of fly tipping FPNs, as both requirements are unlikely to be met in most cases.

3.7 To increase the likelihood of obtaining sufficient evidence, in particular where a fly tipping hotspot is identified, targeted enforcement activity could be used to help resolve the issue, and enable the retrospective issuing of fly tipping FPNs. Additional measures to consider could include, for example, the use of mobile CCTV, targeted Environmental Warden patrols, or encouraging the public to report any fly tipping witnessed.

3.8 It is unlikely that the additional evidence requirements of the PF will impact negatively on the number of prosecutions for non-payment of littering FPNs taken forward.

3.9 To ensure the prosecution criteria is met, a new template for reporting non-payment of FPNs to the PF has been agreed. The template facilitates the additional information required by the PF, as it is accompanied by clear guidelines for its completion.

3.10 The report is required to be checked and authorised at both Team Leader and Senior Management level before being submitted to the PF. This is to ensure that the standard of reports received by the PF is high, and the quality of supporting evidence meets the essential requirements.

- 3.11 The Council's Environmental Warden and Community Protection teams will continue to monitor the proportion of FPNs paid, and the impact of the additional requirements on the number of unpaid fly tipping cases being referred to the PF for prosecution.

### Measures of success

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- 4.1 Reports for the PF use the new template, and the standard of reports submitted is improved.
- 4.2 The proportion of cases considered by the PF and subsequently put forward for prosecution is increased.

### Financial Impact

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- 5.1 The increase in FPN amounts has resulted in an increase in revenue received from paid FPNs for littering and fly tipping in 2014/15, compared with 2013/14.

### Risk, policy, compliance and governance impact

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- 6.1 The PF requirements may impact negatively on the number of cases taken forward for non-payment of fly tipping FPNs.

### Equalities impact

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- 7.1 An Equalities and Rights Impact Assessment is not required, as this report provides an update to previous reports.

### Sustainability impact

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- 8.1 The Council's commitment to submit reports to the PF for all unpaid FPNs contributes towards environmental sustainability, by ensuring that littering and fly tipping offences are followed up robustly.

### Consultation and engagement

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- 9.1 The Environmental Warden and Community Protection Teams consulted with the PF on their reporting requirements, and agreed a way forward using a new template and improved standard of evidence.

### Background reading/external references

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[Impact of the Increase to Fixed Penalty Notice Amounts – Report to Transport and Environment Committee – 2 June 2015](#)

### John Bury

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | P44 – Prioritise keeping our streets clean and attractive   |
| <b>Council outcomes</b>         | CO17 – Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti<br>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 |
| <b>Single Outcome Agreement</b> | SOA4 – Edinburgh’s communities are safer and have improved physical and social fabric   |
| <b>Appendices</b>               | N/A   |

# Transport and Environment Committee

10.00 am, Tuesday, 12 January 2016

## Delivery of the Local Transport Strategy 2014-2019: Proposals for a Pilot of On-Street Electric Vehicle Charging Points in the Marchmont and Sciennes Area

|               |  |
|---------------|--|
| Item number   | 7.4  |
| Report number |  |
| Executive     |  |
| Wards         | 10 - Meadows/Morningside<br>15 - Southside/Newington |

### Executive summary

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At its meeting on 17 March 2015, Committee authorised the Director of Services for Communities to proceed with preparations for a pilot of on-street electric vehicle charging, in partnership with Transport Scotland and to report back with details of the pilot scheme. This report, on the preparations and public consultation has been drafted in response to this remit from Committee.

### Links

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|                          |  |
|--------------------------|--|
| Coalition pledges        | <a href="#">P50</a> , <a href="#">P51</a>                          |
| Council outcomes         | <a href="#">CO18</a> , <a href="#">CO22</a> , <a href="#">CO26</a> |
| Single Outcome Agreement | <a href="#">SO2</a>  |

## Delivery of the Local Transport Strategy 2014–2019: Proposals for a Pilot of On–Street Electric Vehicle Charging Points in the Marchmont and Sciennes Area

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the outcome of the public consultation in the Marchmont and Sciennes Community Council area on the potential locations of charging points;
  - 1.1.2 authorises the installation of on-street electric vehicle charging points as a pilot scheme in the Marchmont and Sciennes Community Council area; and
  - 1.1.3 gives approval to commence the statutory procedures to make the necessary Traffic Regulation Order variations in support of the installation of on–street charging points in the pilot area, which will be subject to further consultation.

### Background

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- 2.1 At its meeting on 17 March 2015, Committee agreed a report entitled “*Delivery of the Local Transport Strategy 2014-2019: Priorities for Installing On-Street Electric Vehicle Charging Points in Edinburgh*”. This authorised the Director of Services for Communities to proceed with preparations for a pilot of on-street electric vehicle charging, in partnership with Transport Scotland and to report back with details of the pilot scheme.
- 2.2 Strategically, sustainable transport is one of the five programme areas included in the city’s Sustainable Energy Action Plan (SEAP). The pilot project will help encourage electric vehicles and increase the number of charging points across the city, a key part of the Council’s contribution to the SEAP.



## Main report

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- 3.1 Electric vehicle users can access free and publicly available off-street charging points in a variety of locations in Edinburgh. Furthermore, electric vehicle users with driveways and private parking can obtain funding grants from the Energy Savings Trust for the installation of domestic charging points. Employers can also use Energy Savings Trust grants to install charging points at workplaces. On a national, strategic, level, Transport Scotland has funded a network of rapid chargers at sites close to trunk roads which support long distance journeys made by electric vehicles. Examples include Ingliston and Hermiston Park and Ride sites.
- 3.2 One group not specifically catered for are those residents in, or visiting, areas of high density development. They are unlikely to have access to driveways or private parking facilities, on which to locate charging points.
- 3.3 A pilot of on-street electric vehicle charging has been proposed in the Marchmont and Sciennes Community Council area. The objective of this pilot is to assess:
- the demand for electric vehicle charging points in a high density area;
  - approaches to maintaining a turnover of spaces for charging;
  - public reaction to the pilot scheme;
  - the streetscape impacts;
  - issues involved in power supply; and
  - the impact on drivers with mobility problems.
- 3.4 The report to Committee, on 17 March 2015, proposed that car club parking bays should be part of the pilot project. It is therefore proposed that the City Car Club form part of this pilot scheme.
- 3.5 A public consultation, on the proposed pilot of on-street electric vehicle charging points within the Marchmont and Sciennes Community Council area, south of Warrender Park Road and Sciennes Road, took place from 19 October to 18 November 2015. The area to the north of Warrender Park and Sciennes roads was part of the consultations on the Parking Action Plan, which may involve changes to the parking places. This consultation was therefore designed around the Parking Action Plan.
- 3.6 The consultation featured on the Council's consultation hub and included an online questionnaire and two public drop-in events. The consultation generated 77 responses of which 84% supported the proposed pilot scheme. Of these 71% were Residents' Parking Permit holders and 19% were City Car Club members. Analysis of the survey results is included in Appendix 1.

- 3.7 The consultation process, which involved the City Car Club, identified the general locations where the demand for electric vehicle charging is concentrated. The final locations will be determined following discussions with the Area Roads Manager, Street Lighting, Parking Operations and utility companies.
- 3.8 The United Kingdom Department for Transport's Vehicle Statistics team defines ultra low emission vehicles as those with tailpipe emissions of less than 75g/kilometre of carbon dioxide. It is able to provide information on the number of ultra low emission vehicles in the Edinburgh area, 129 as at March 2015, but not for a smaller area. Therefore, as part of the public consultation, people were asked if they are already electric car users, of those surveyed eight, 10%, indicated that they were owners of electric vehicles. This figure can be compared with the survey results at the end of the pilot period, to ascertain if more people resident in the pilot area own electric vehicles. 75% of the respondents felt that the pilot scheme would lead them to consider owning an electric vehicle.
- 3.9 A map of the consultation area, showing the areas of demand for both the publicly accessible and car club vehicle charging points is attached, as Appendix 2. The proposed parking fees and permitted time for charging at each bay are detailed in Appendix 3.
- 3.10 The location of on-street charging points could affect the desire of blue badge holders to become electric vehicle users. If a disabled person feels that the charging points are too far from their home, they will be more likely to continue using conventional vehicles. To inform the Equalities and Human Rights Impact Assessment, the consultation included a question for blue badge holders. However, no current Blue Badge Holders responded to the consultation.
- 3.11 A detailed plan and programme for the pilot scheme is attached as Appendix 4.
- 3.12 Transport Scotland has agreed, in principle, to fund 50% of the cost of this pilot in the 2016–2017 financial year. As with previous grants of this type from Transport Scotland, electricity is provided free of charge for the duration of the pilot.
- 3.13 Advice from Transport Scotland is that no more than five, two-headed, charging points should be installed in a pilot scheme of this size. The proposal for the pilot is to use two, adjacent, parking bays at five locations, to act as charging only areas.
- 3.14 It is anticipated that, in line with the current practice for electric vehicle charging points purchased by the Council, those in the pilot scheme will be purchased with a maintenance warranty of up to two years.

- 3.15 When parking spaces are allocated to the charging of electric vehicles, there is the risk that the spaces may be occupied by conventionally powered vehicles. Authorisation to commence the process of making Traffic Regulation Orders is therefore being sought to reserve these spaces for plug-in electric vehicles.
- 3.16 Monitoring arrangements will be put in place to collect and collate information on the pilot scheme. A public consultation will be undertaken after the pilot has been in place for a year. A further report on progress will be made to Committee in autumn 2017, including the public reaction to the pilot. It will also include proposals for implementing the further installation of on – street charging points, a review of the tariff for electricity used at charging points, both within the Marchmont and Sciennes pilot area and the rest of the Council area. It will also cover ongoing maintenance arrangements.
- 3.17 In the longer term, there is a possibility that the demand for electric vehicle charging starts to exceed the capacity available. If this situation should develop, consideration will be given to the introduction of a formal booking system for access to charging points.

### Measures of success

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- 4.1 The pilot scheme will be successful if the monitoring process identifies solutions to the challenges discussed in paragraph 3.3, for use in defining the way forward with on–street electric vehicle charging for the Council and Transport Scotland. During the pilot, quantitative information on use of charging points will be collected through back office functions and qualitative reactions assessed through correspondence from residents and visitors to the area. Following the first year of operation a more formal assessment of public reaction will be carried out.

### Financial impact

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- 5.1 The installation costs of the pilot scheme are estimated at £40,000. Transport Scotland has agreed in principle to contribute 50% of the cost. The remaining balance will be met from the Planning and Transport budgets, spread over the 2015-2016 and 2016–2017 financial years. Vehicles parked in the electric vehicle charging bays will be required to pay parking fees applicable in the area.
- 5.2 Each of the charging points will be equipped with a new, metered, electricity supply. This consumption can be compared with the back office information on electricity consumed to ensure specific payments for the pilot scheme can be made to the selected supplier. The cost of the electricity consumed for charging during the pilot will be monitored. This will help inform future policies on providing charging points in other areas of the city.

- 5.3 The cost of electricity used for charging vehicles, during the pilot period, is projected to be around £1,250 in the 2016–2017 and £2,400 in the 2017–2018 financial years. It will be met from a Planning and Transport revenue budget. Should the take up of electric vehicle charging points become widespread the resource implications of this would be re-considered.

## **Risk, policy, compliance and governance impact**

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- 6.1 The recommendations in this report fit with the City's Sustainable Energy Action Plan, which was ratified by the Council in November 2015.
- 6.2 If the recommendations in this report are not accepted the impact would be:
- a reduced ability to meet the targets in the Council's Local Transport Strategy 2014-2019; and
  - a reduction in progress in meeting air quality targets.

## **Equalities impact**

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- 7.1 If authorised, a pilot of on-street electric vehicle charging points will be a step in the process of promoting the use of low emission electric vehicles and thereby reduce the emissions of air pollutants from road traffic. This, in turn, will reduce the adverse health impacts of these pollutants.
- 7.2 Disability: to mitigate any impact on mobility impaired car users. When planning the detail of installing on-street electric vehicle charging, consider needs of people with mobility difficulties who need to use plug-in cars.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions because it will encourage the uptake of plug-in electric vehicles, which can use electricity from renewable sources, linking with the city's SEAP.
- 8.3 The proposals in this report will contribute to increasing the city's resilience to climate change impacts, because on-street charging points offer a dispersed pattern of supplying renewable energy. The dispersal will reduce the risk of electric vehicles being unable to obtain any power in the event of disruption by climate change impacts.

- 8.4 The proposals in this report will help contribute to achieve a sustainable Edinburgh because the enhanced use of electric vehicles, in place of internal combustion engine vehicles, will reduce emissions of air pollutants from road traffic. This will promote personal wellbeing by reducing the health impacts of road transport.
- 8.5 The proposals in this report will help achieve a sustainable Edinburgh because encouraging the use of electric vehicles will enhance security of energy supply, as the electricity can be generated from renewable sources within the United Kingdom.
- 8.6 The proposals in this report will help achieve a sustainable Edinburgh because a pilot of on-street electric vehicle charging points, in a densely developed urban area, will assist in identifying issues that need to be addressed in encouraging the use of plug-in electric vehicles.
- 8.7 Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

## Consultation and engagement

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- 9.1 A public consultation has been carried out, in the Marchmont and Sciennes Community Council area, on the potential locations for on-street electric vehicle charging points.

## Background reading/external references

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Local Transport Strategy 2014–2019:

[http://www.edinburgh.gov.uk/downloads/file/878/local\\_transport\\_strategy\\_2014-2019](http://www.edinburgh.gov.uk/downloads/file/878/local_transport_strategy_2014-2019)

Climate Change Framework:

[http://www.edinburgh.gov.uk/downloads/file/2027/city\\_of\\_edinburgh\\_council\\_climate\\_change\\_framework\\_2007](http://www.edinburgh.gov.uk/downloads/file/2027/city_of_edinburgh_council_climate_change_framework_2007)

Sustainable Edinburgh 2020:

[http://www.edinburgh.gov.uk/info/20142/sustainable\\_development\\_and\\_fairtrade/841/sustainable\\_edinburgh\\_2020](http://www.edinburgh.gov.uk/info/20142/sustainable_development_and_fairtrade/841/sustainable_edinburgh_2020)

Transport 2030 Vision:

[http://www.edinburgh.gov.uk/downloads/download/120/transport\\_2030\\_vision](http://www.edinburgh.gov.uk/downloads/download/120/transport_2030_vision)

Sustainable Energy Action Plan

[www.edinburgh.gov.uk/seap](http://www.edinburgh.gov.uk/seap)

## Paul Lawrence

Executive Director of Place

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020.<br><b>P51</b> - Investigate the possible introduction of low emission zones.  |
| <b>Council outcomes</b>         | <b>CO18</b> - Green – We reduce the local environmental impact of our consumption and production.<br><b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.<br><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.   |
| <b>Single Outcome Agreement</b> | <b>SO2</b> - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.  |
| <b>Appendices</b>               | <b>Appendix 1:</b> Results of the Public Consultation on a Pilot of On-Street Electric Vehicle Charging.<br><b>Appendix 2:</b> Map of the Marchmont and Sciennes Community Council area, showing areas of demand for on-street electric vehicle charging points.<br><b>Appendix 3:</b> Proposed parking fees, permitted time for charging and the City Car Club.<br><b>Appendix 4:</b> Plan and Programme for the Pilot of On-Street Electric Vehicle Charging. |

**Appendix 1: Results of the Public Consultation on a Pilot of On-Street Electric Vehicle Charging.**

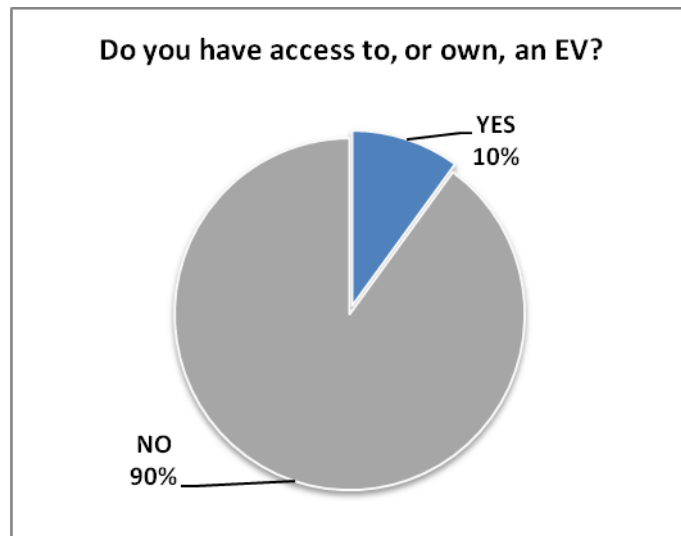
The Council consulted the public on the proposals from 19 October to 18 November 2015. The main component of the consultation was an online survey.

The highlights of the main survey content are analysed and summarised below;

**Question;**

*Does anyone in the property own or have access to an electric vehicle?*

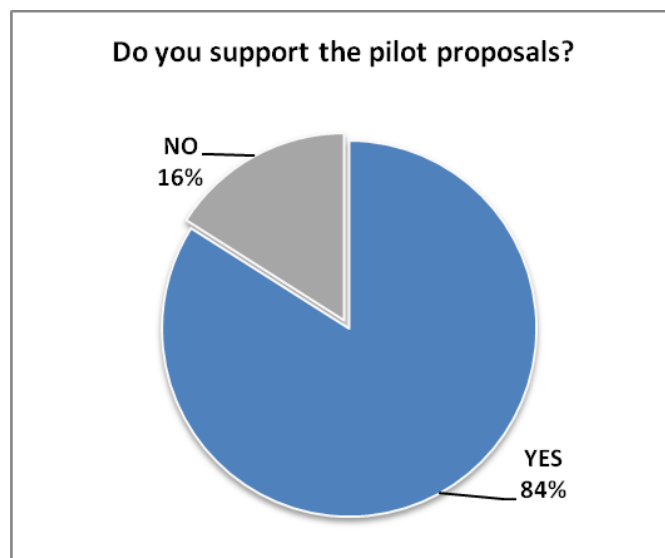
**Responses;**



**Question;**

*Would you like the option to have electric vehicle charging point facilities in your local area?*

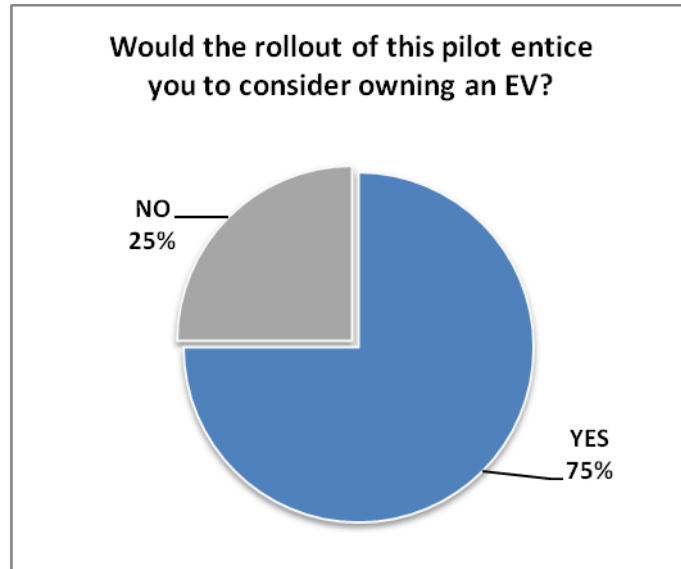
**Responses;**



**Question:**

*Would the installation of electric vehicle charging point facilities in your area entice you, or anyone else in your household, to consider owning an electric vehicle?*

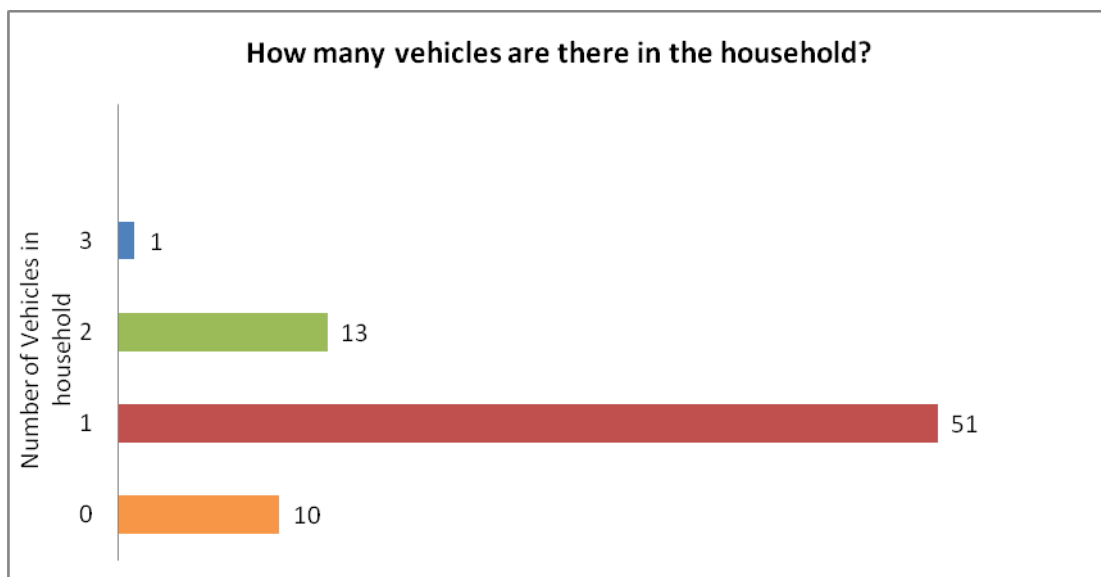
**Responses;**



**Question;**

*How many vehicles (including business vehicles) are there in the household?*

**Responses;**

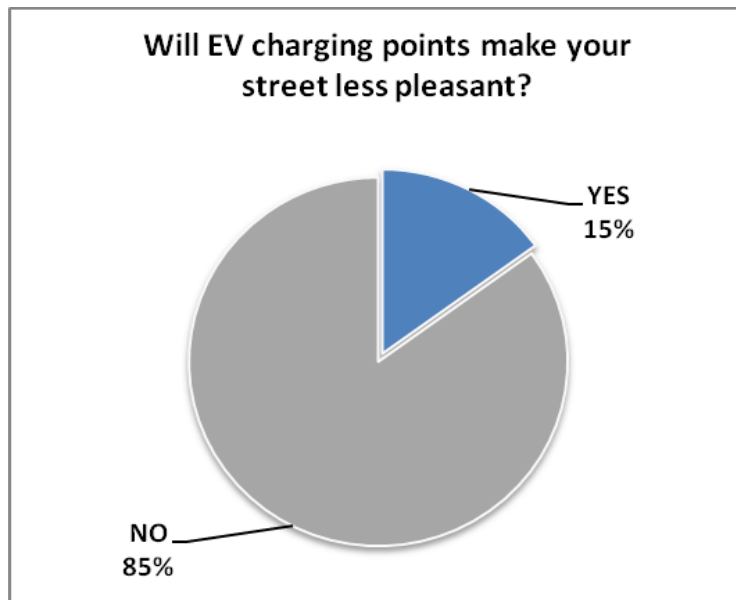




**Question;**

*Would the installation of on-street charging point facilities make streets in your area less pleasant, particularly to cycle or walk along?*

**Responses:**

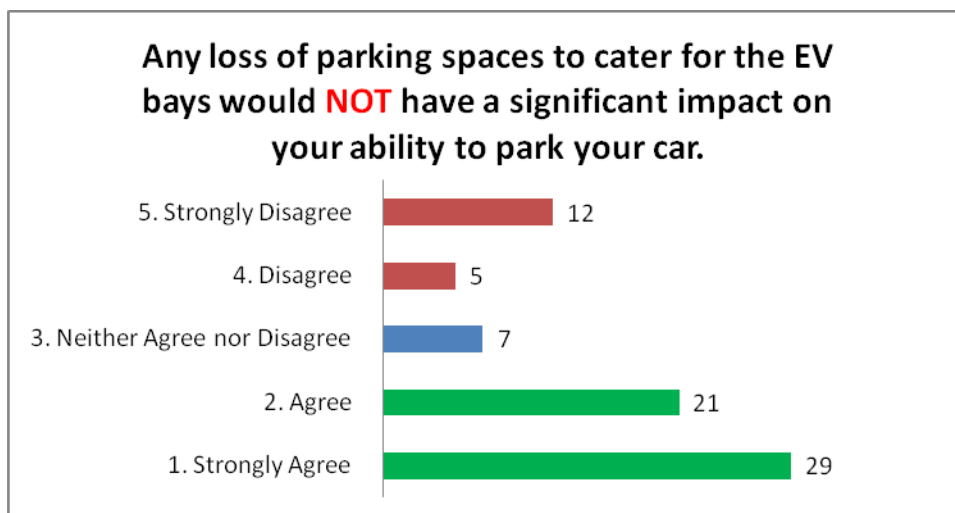


**Statement:**

*It is perceived that the loss of a few residents parking bays, to make way for the electric vehicle bays (a maximum of eight, spread over the Marchmont and Sciennes area and no more than two per each selected street) would not have a significant impact on residents' ability to park their car? Do you;*

- Strongly Agree     Agree     Neither Agree nor Disagree     Disagree     Strongly Disagree

**Responses:**



**Question:**

Are you, or anyone in the property?

**Responses;**

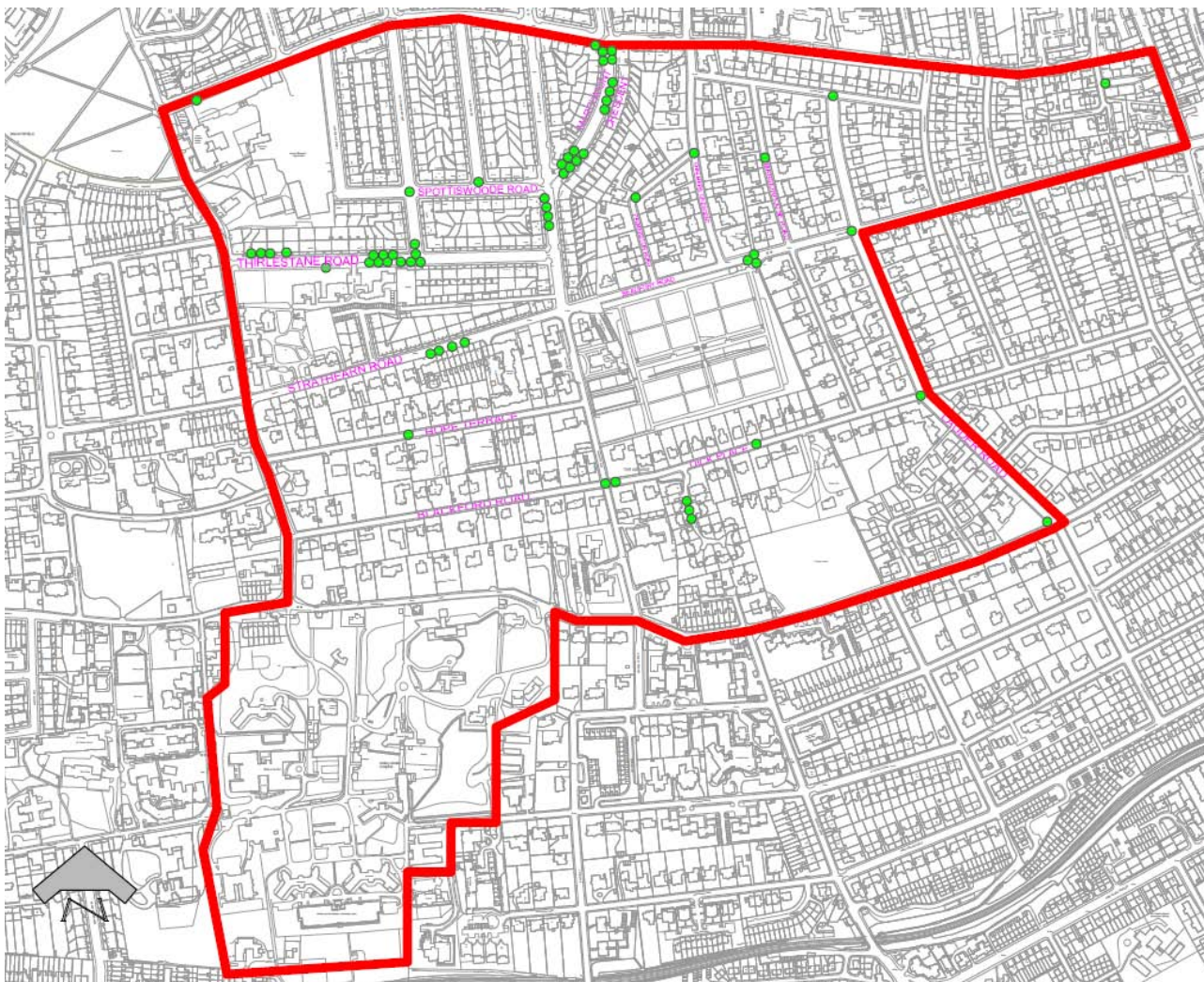
|                                 | Yes %     | No %      |
|---------------------------------|-----------|-----------|
| <b>A Resident Permit holder</b> | <b>71</b> | <b>29</b> |
| <b>A City Car Club member</b>   | <b>19</b> | <b>81</b> |

**Question;**

Respondents were asked if charging points where to be located on-street in the Marchmont & Sciennes area, where would be their most preferred location?

**Responses;**

A total of 58 locations were suggested by respondents; each one is listed on the plan below (as a green circle).

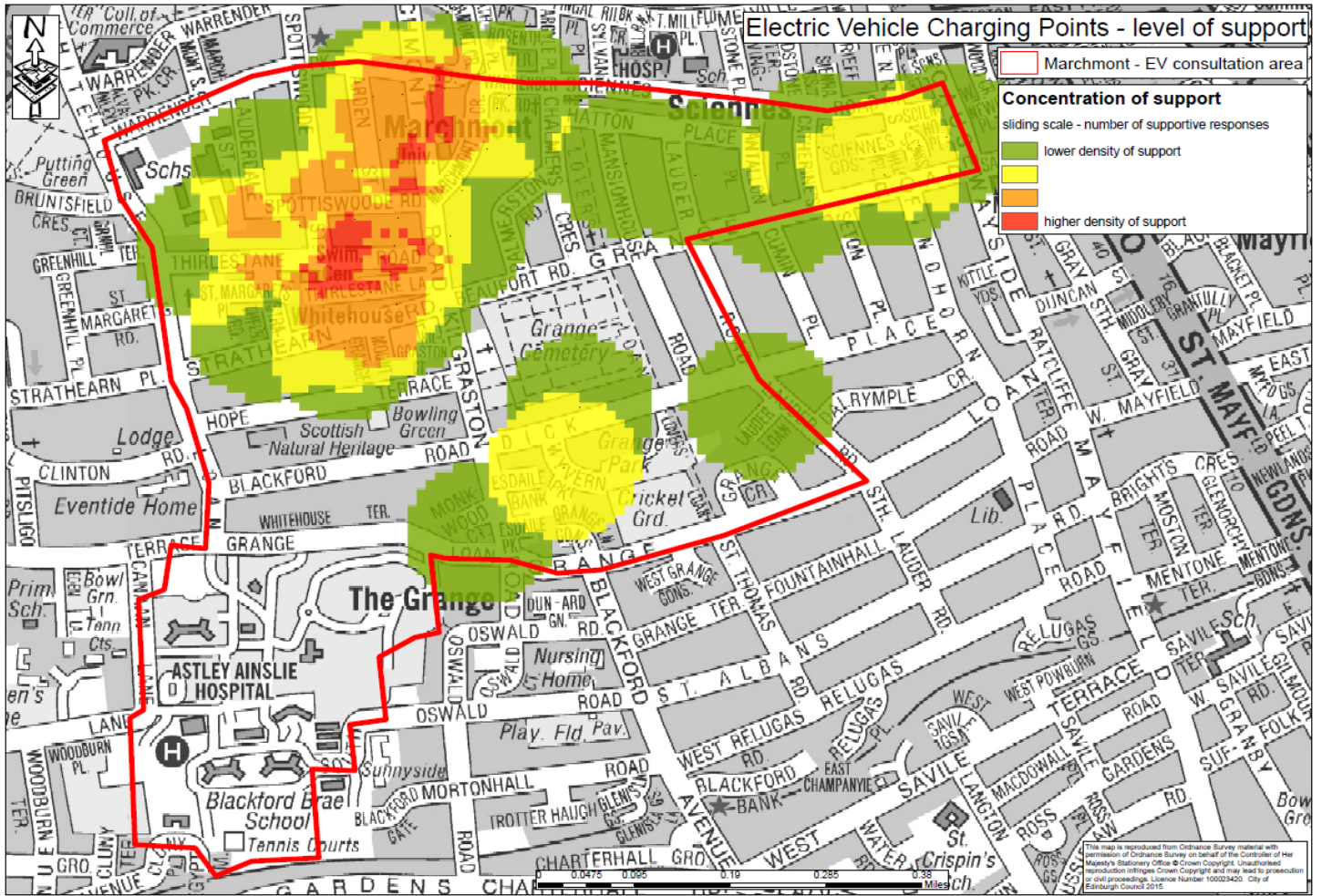


**Question:**

*Do you support the proposals of pilot?*

**Responses;**

*84% of respondents stated support the rollout of the pilot in their area, 16% did not. A*



*plan below shows the areas for support on a sliding scale of support.*

## Appendix 2: Map of the Marchmont and Sciennes Community Council area, showing areas for demand for on-street electric vehicle charging points.

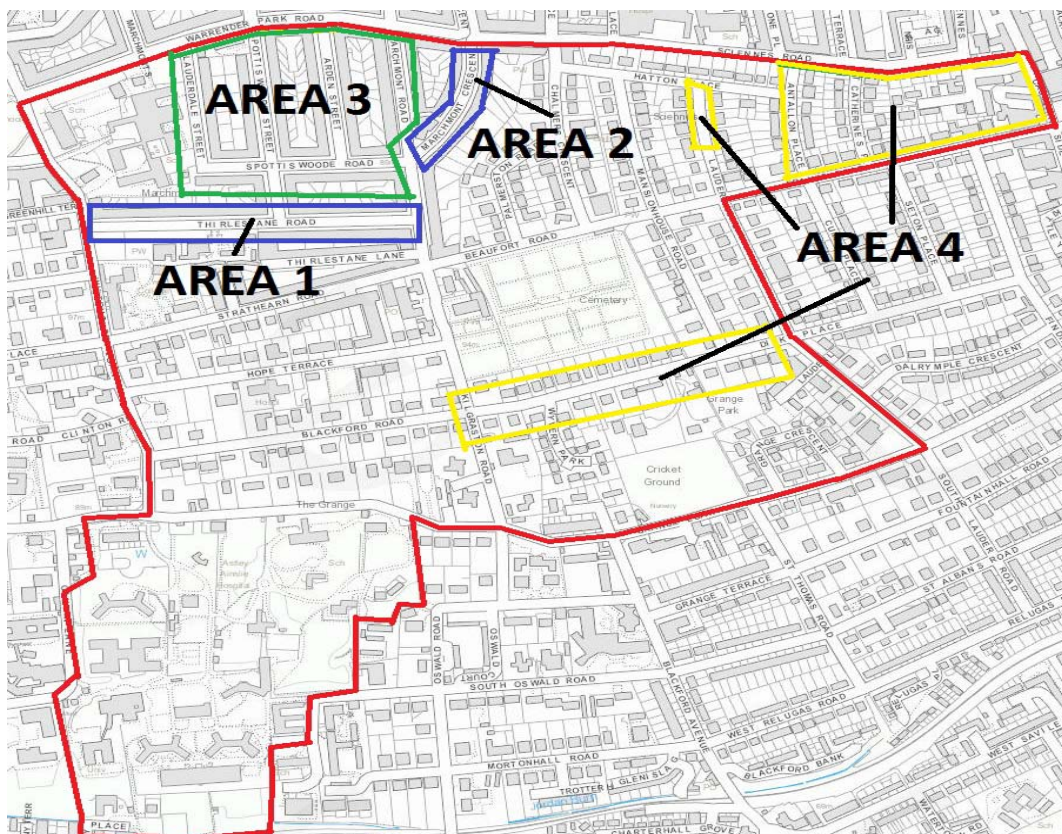
The consultation process identified the general locations where the demand for electric vehicle charging is concentrated. Discussions with stakeholders, such as the local Community Council and Car Club operator were also key in identifying the desirable charging point areas. With consideration to the above, the final locations will be determined following discussions with the Area Roads Team, Street Lighting & Parking Sections and utility companies.

Note: A series of equality questions were also asked, such as age, gender and religious belief. The results of which have been considered as part the Equalities Rights Impact Assessment process.

A map showing the proposed areas marked for site investigation and further stakeholder consultation, for both the publicly accessible and car club vehicle charging points, is shown below.

Legend:

- Area 1 & 2 - Thirlestane Road and Marchmont Crescent were the most popular location suggestions made by the public. Both streets also have existing links to City Car Club provision, therefore, making them candidates for further investigation.
- Area 3 – These areas contain high density housing and also proved popular with the public.
- Area 4 – Typically, on-street parking demand is less pressured in these locations.



## **Appendix 3: Proposed parking fees, permitted time for charging and the City Car Club.**

### Parking Restrictions

The Marchmont and Sciennes area is situated within the Council's extended parking zone; and in broad terms, parking restrictions for the electric vehicle (EV) pilot operation would closely align with existing parking regulation for conventional parking bays in that area.

The standard parking tariff in the Marchmont and Sciennes area is £1.20 per hour, with parking restrictions operating from 08:30am to 5:30pm, Monday to Friday. Although, during the pilot users will not pay for electricity, users will need to pay for parking, at the same rate as conventional vehicles. If the parking tariff for conventional vehicles should change, that for the electric vehicle bays will also be changed by the same amount.

The management and enforcement of the EV only bays during the pilot would be performed by Council parking attendants.

To maximise EV bay availability, the implementation of a maximum length of stay, to ensure EV turnover, has been considered. Modern electric vehicles can be charged from empty to 80% in around two hours. It is therefore proposed to set the maximum length of stay time as four hours and assess the effectiveness of this time period throughout the pilot.

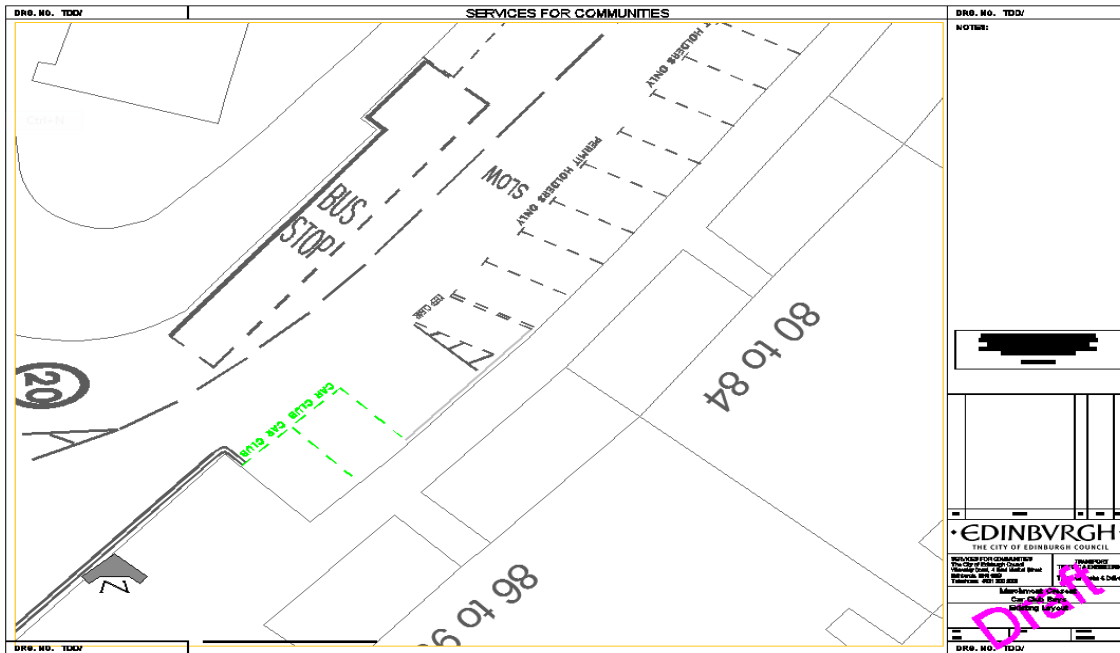
During unrestricted hours (17:30 - 08:30 and at weekends) parking would be free and no maximum length of stay would apply.

### City Car Club

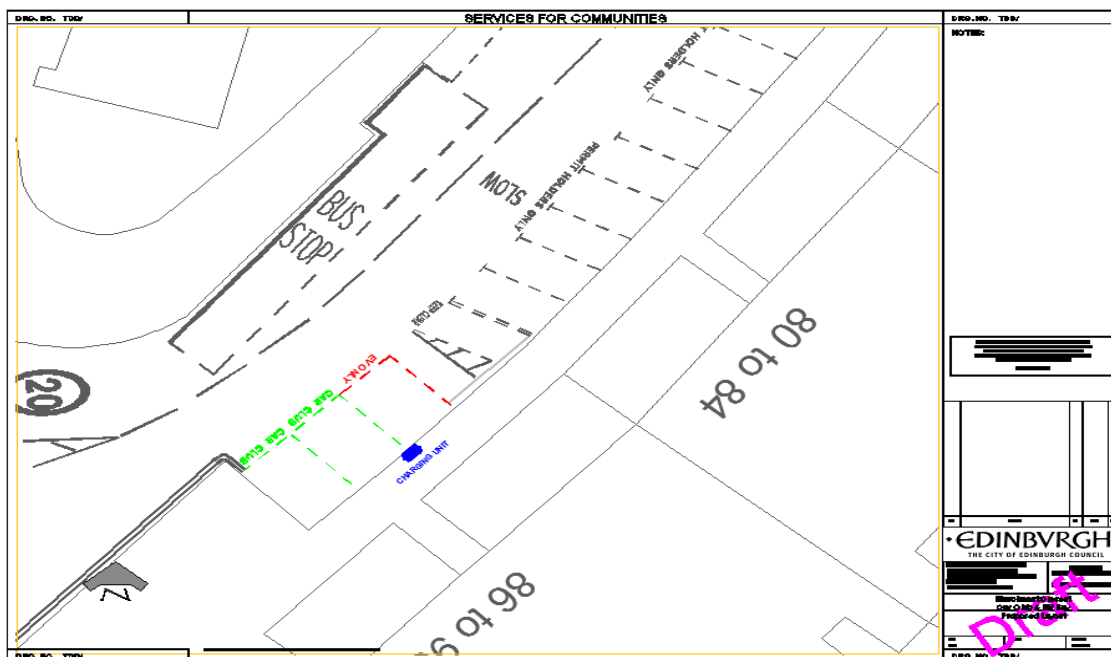
The report to Committee on 17 March 2015 proposed that car club parking bays should be part of the pilot project. It is therefore proposed that the City Car Club form part of the pilot scheme.

Currently, two car club parking bay locations are sited within the pilot's boundary (at Thirlestane Road and Marchmont Crescent). Therefore, the Council propose to install charging units at both of these locations. Any car club parking bays equipped with on-street electric vehicle charging facilities will retain the Council's charging regime. Furthermore, as the charging units are dual headed, the charging unit will not be exclusively reserved for City Car Club use; it will also serve the adjacent area which will be converted into a publically accessible EV only space. The following two plans illustrate how this dual operation layout would work in an on-street environment.

The below plan shows the existing street layout on Marchmont Crescent (City Car bays highlighted in green).



The next plan shows an indicative street layout on Marchmont Crescent, detailing the proposed EV facilities.



The new EV bay is highlighted in red, with the kerbside EV charging unit sited between the City Car Cub and EV only bay, depicted in blue. In this arrangement the unit serves both the nearest City Car Club bay and the neighbouring publicly accessible EV only bay.

The previous plan is only an indicative layout. The specific site details will be formed in consultation with the Local Roads Team, Street Lighting & Parking sections and utilities companies. In addition, the implementation of all the EV pilot bays will be subject to a statutory consultation.

Below is an example of a typical example of an on-street charging unit.



#### **Appendix 4: Plan and Programme for the Pilot of On–Street Electric Vehicle Charging.**

The installation costs of the pilot scheme are estimated at £40,000. Transport Scotland (TS) has agreed in principle to contribute 50% of the cost. The remaining balance (£20,000) will be met from the Transport Policy and Planning budgets, spread over the 2015-2016 and 2016–2017 financial years.

| <b>Activity.</b>  | <b>Date.</b>                    | <b>Status/Action</b>                              |
|---|---------------------------------|---|
| Preparation for Public Consultation.                              | September 2015.                 | Complete.   |
| Undertake Public Consultation.                                    | October - November 2015.        | Complete.   |
| Analyse results.  | November 2015.                  | Complete.   |
| Determine areas for further consideration.                        | November 2015.                  | Complete.   |
| Report consultation results and pilot proposals to T&E Committee. | January 2016                    | Complete.   |
| Set up pilot Project Board.                                       | January 2016.                   | Complete.   |
| Initiate TRO Process.   | January 2016.                   | Pending Committee Decision.                       |
| Procure charging points and electricity supplies.                 | Commencement from January 2016. | Performed in partnership with TS.                 |
| Install charging point units, test and commission.                | Sept/October 2016.              | Once procured, install before TRO implementation. |
| Amend on-street signage and lining.                               | October 2016.                   | N/A   |
| Publicise availability.   | November 2016.                  | Utilise Council & TS Communication recourses.     |
| TRO commences.  | November 2016.                  | N/A   |
| On – street charging available.                                   | November 2016.                  | N/A   |
| Initial quality control measures.                                 | December 2016.                  | N/A   |
| Start monitoring exercise.  | January 2017.                   | Monitor throughout the pilot.                     |
| Pilot period ends.  | December 2017.                  | Monitoring period ends.                           |
| Analysis of monitoring results.                                   | January 2018.                   | To be reported to Committee.                      |



# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Pedestrian Crossing Upgrade – Marchmont Road

|                   |                         |
|-------------------|-------------------------|
| Item number       | 7.5                     |
| Report number     |                         |
| Executive/routine |                         |
| Wards             | 9 – Meadows/Morningside |

### Executive summary

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This report provides a consultation summary for the pedestrian crossing upgrade on Marchmont Road.

### Links

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|                          |                      |
|--------------------------|----------------------|
| Coalition pledges        |                      |
| Council outcomes         | <a href="#">CO21</a> |
| Single Outcome Agreement | <a href="#">SO4</a>  |

## Pedestrian Crossing Upgrade – Marchmont Road

### Recommendations

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- 1.1 It is recommended that Committee:
- i) approves the construction of the proposed puffin crossing at Marchmont Road;
  - ii) notes the results of the public consultation; and
  - iii) sets aside the representations to allow construction to progress.

### Background

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- 2.1 In accordance with the Road Traffic Regulation Act 1984, before local authorities establish a pedestrian crossing they shall consult with the police and give the public notice of the proposals. With regard to this Act, a public consultation on the proposed upgrade of the zebra crossing to a puffin crossing on Marchmont Road at Warrender Park Road has recently been held. This upgrade was selected as the preferred option from an options report following a fatal collision involving a pedestrian at this locus. Those consulted include local residents, schools, Community Councils, Local Councillors, Police Scotland, Scottish Fire Service and Scottish Ambulance Service.

### Main report

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- 3.1 The consultation was carried out over a three week period from 16 October 2015 to 6 November 2015. A total of 219 invitations to participate in the consultation were issued.
- 3.2 In total, nine responses were received. Six of these were in favour of the proposals and three were representations. The representations and proposed responses are detailed in Appendix 1 of this report.
- 3.3 Police Scotland supported the upgrade of the zebra to a puffin crossing. Five residents also responded saying the zebra crossing was dangerous and should be upgraded.
- 3.4 Two residents responded saying the zebra crossing works well. A third resident, who felt that a zebra crossing was more pedestrian friendly than a puffin crossing, gave over 20 reasons why the zebra should be retained. These points are detailed in Appendix 1.

- 3.5 Although not reflected in the consultation results, previous correspondence and community engagement has reflected a desire for a controlled crossing at this location. The fatal collision on the zebra crossing in January 2013 again raised the local community desire for a controlled crossing.
- 3.6 Given the current number of pedestrians crossing and the amount of traffic on Marchmont Road a puffin crossing is considered to be the appropriate crossing to introduce.

## Measures of success

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

## Financial impact

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- 5.1 Funding of up to £80,000 has been made available, from the 2015/16 Road Safety capital budget of £900,000, to upgrade the pedestrian crossing facilities at this location.

## Risk, policy, compliance and governance impact

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- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero, which aims to achieve a road system that allows for human error but without it leading to serious injury, and is based on the premise that human life cannot be balanced against cost through providing a modern road network where all users are safe from the risk of being killed or seriously injured. In the plan, a number of interventions have been developed for pedestrians, including the provision of new crossings, to enable more people to walk greater distances safely and reduce conflict at key points. If the proposal is not progressed there is a risk that the plan objectives would not be met.

## Equalities impact

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- 7.1 The new pedestrian crossing will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age and Disability) through the process by carrying out an Equality and Rights Impact Assessment.
- **Disability:** By installing/improving pedestrian crossing facilities this will improve accessibility when crossing roads for disabled pedestrians and will encourage participation by people from this equality group in public life.
  - **Age:** By installing/improving pedestrian crossing facilities this will improve accessibility and increase safety when crossing roads for elderly pedestrians and will encourage children to walk to school etc unaccompanied. This should encourage participation by the identified people from this equality group in public life.

## Sustainability impact

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

## Background reading/external references

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Appendix 1 – Consultation Responses

### **Paul Lawrence**

Executive Director of Place

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## Links

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### **Coalition pledges**

**Council outcomes** **CO21:** Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

**Single Outcome Agreement** **SO4:** Edinburgh’s communities are safer and have improved physical and social fabric.

**Appendices** Appendix 1 – Consultation Responses

## APPENDIX 1 – CONSULTATION RESPONSES

| Summary         | In favour | Representation | Comments  | Response to Representation  |
|-----------------|-----------|----------------|---|---|
| Police Scotland | Yes       | No             | Support the replacement crossing, has reservations regarding the proximity to the junction.   | The side road junction has been surveyed and found to have a very low flow hence the new crossing has been located on the existing crossing footprint.  |
| Resident        | Yes       | No             | Has always been a dangerous crossing and have seen many near misses. Wholeheartedly support the proposal.   |   |
| Resident        | Yes       | No             | Surprised it has taken so long.   |   |
| Resident        | Yes       | No             | Thinks it is a good idea, would also like lights at Melville Drive Junction   |   |
| Resident        | Yes       | No             | A good idea, will prevent people driving across the crossing when pedestrians are trying to cross.  |   |
| Resident        | Yes       | No             | A much needed change, two people have been killed here in recent years  |   |
| Resident        | No        | Yes            | The zebra crossing works perfectly well and the money being wasted here could be spent elsewhere.   | There has been a long term local desire for a signalled controlled crossing at this location. This improvement was identified and will be funded through the Accident Investigation and Prevention (AIP) process for which the Road Safety Team has a specific budget. A recent assessment was undertaken and the locus met the criteria for a controlled crossing. |
| Resident        | No        | Yes            | The zebra crossing works well and the signalised crossing will make the street more cluttered.  | There has been a long term local desire for the zebra crossing to be replaced with a signalled controlled crossing. A recent assessment was undertaken and the locus met the criteria for a controlled crossing.  |
| Resident        | No        | Yes            | Pedestrians will have to wait longer to cross the road. The extra waiting time created by a light-controlled crossing may tempt pedestrians to cross outwith the 'green man', putting them at serious risk of injury. | Due to the nature of traffic flows on Marchmont Road, it is likely that in the main the lights will change to allow pedestrians to cross with little delay. The longest a pedestrian will have to wait is 20 seconds if the lights have just changed back to green.   |
|                 |           |                | Pedestrians will have to stand by the road inhaling traffic fumes for longer while waiting for lights to change.  | It is not considered that pedestrians will be exposed to additional levels of pollution by using the crossing.  |

|  |  |  |   |  |
|--|--|--|---|--|
|  |  |  | Electronic beeps from a puffin crossing will create noise pollution and disturb occupants of nearby tenements.  | The audible beeps will be set to as low a volume as practically possible at the site. The audibles will be switched off between 11pm and 7am. This is standard practice across the city.   |
|  |  |  | It is undemocratic to base the choice of crossing on the opinion of Community Councils. A Community Council may be composed of a small group of people not elected by the community as a whole, and who therefore do not represent the views of many residents.   | This project was not initiated by the Community Council. The location was recently assessed and met the criteria for a controlled crossing in terms of vehicle and pedestrian flow; hence this option was taken forward.   |
|  |  |  | Road safety at the existing zebra crossing could be improved by introducing traffic calming measures on Marchmont Road which is a residential street with a high number of pedestrians and cyclists.<br>For example, why does Marchmont Road not have sleeping policemen speed bumps like those on other residential streets like Mountcastle Drive and Northfield Broadway in EH8?   | Marchmont Road is part of the strategic road network of Edinburgh for use by HGVs, buses and general traffic, so is unsuitable for physical traffic calming features.  |
|  |  |  | It may appear that the road engineers have already decided that this crossing will be changed to a puffin, before alternative points of view have even been submitted.  | The recommendation of the designers is that a puffin controlled crossing is the most suitable facility at this location. The final decision however will be made by the Transport and Environment Committee.   |
|  |  |  | It is unfair to talk about the 'bad behaviour' of pedestrians. People crossing from one pavement to another are merely trying to navigate an urban terrain where motorists are given preferential treatment. It is motor vehicles who create the danger simply because of their speed and weight. Removing the zebra crossing penalises pedestrians for the irresponsible behaviour of some motorists. Motorists should be educated about stopping at zebra crossings, rather than imposing further restrictions on pedestrians. Pedestrians are not the cause of the road safety problem - it is the speed of motor vehicles which creates the risk. | The proposed signalised crossing is seen as a positive by the local community, and as it is a new facility, will hopefully encourage more pedestrians to cross at this point. The facility will be seen as a positive step for pedestrians, rather than penalising them. |

|  |  |  |   |   |
|--|--|--|---|---|
|  |  |  | Removing the zebra crossing gives a message that pedestrians are not entitled to stop the traffic by using the crossing, and shifts the balance of power away from the most vulnerable road users (pedestrians) towards those who already dominate the roads (motor vehicles).  |   |
|  |  |  | Installing lights to prevent people walking across the road punishes pedestrians and treats them like sheep to be herded and segregated as if they are at fault, rather than the motorist who fails to stop at a zebra crossing.  | The proposed crossing will be slightly wider than the current zebra and will be constructed on the footprint of the existing facilities. It is not reducing pedestrian crossing space. Unfortunately on a zebra if a pedestrian crossing the road is expecting a driver to stop and they fail to do so, there could be a collision. |
|  |  |  | 'Amber gamblers' who drive through amber traffic lights may endanger pedestrians crossing on the puffin.  | This is a traffic offence enforceable by the Police and can occur at any set of traffic signals. It is not considered a reason not to introduce a puffin crossing   |
|  |  |  | The introduction of the 20mph speed limit next year will make the zebra crossing safer. Even if some vehicles ignore the 20mph speed limit, average speeds will decrease as some motorists will slow down. Changing to a light-controlled crossing will then be a red herring. Changing the zebra to a light-controlled crossing fails to address the main cause of danger on this crossing which is excessive speed of traffic, and vehicles breaking the 30mph speed limit on Marchmont Road. | The speed limit on Marchmont Road will be lowered to 20mph as part of the current policy to introduce 20mph speed limits city wide.   |



|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  | <p>Examples of changes that could make the existing zebra crossing safer: Extend pavement width at each side to make roadway narrower at crossing; Raise level of road surface at zebra crossing to slow down traffic; Install warning signs at a distance from crossing. These could be speed-activated signs that light up with a message such as 'Slow Down - Zebra Crossing'; Re-paint white stripes at crossing. They have faded through lack of maintenance; Increase prominence of Belisha beacons; Increase illumination of zebra crossing; Build an island in the middle of the road. This would be a safe haven for pedestrians and would have the added benefit of traffic calming; Marchmont Road is a residential street and should have sleeping policemen speed bumps to encourage motorists to drive more slowly. Speed bumps also serve to remind motorists of the dangers motor vehicles pose to pedestrians; Run a publicity campaign aimed at all road users, motorists and pedestrians, to increase awareness of the Highway Code, responsible behaviour, and how to use zebra crossings; Advertise and enforce the new 20mph speed limit when it starts in 2016.</p> | <p>The signalisation of the crossing is the recommended option for this location given the existing pedestrian numbers and traffic volumes.</p>            |
|  |  |  | <p>Summary, changing from a zebra to a puffin crossing would be a backward step and reduce road safety in the whole of Marchmont Road.<br/>A light-controlled crossing here would endanger pedestrians by condoning irresponsible driver behaviour.<br/>The existing zebra crossing has a beneficial influence on motorists and could be upgraded by various traffic calming measures, lighting and signage.</p>   | <p>The upgrade of the zebra crossing to a puffin crossing has widespread public support and is being installed to improve road safety for pedestrians.</p> |

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Road, Footway and Bridges Investment – Capital Programme for 2016/17

Item number 7.6  
Report number  
Executive/routine  
Wards

### Executive summary

This report seeks approval for the allocation of the Road, Footway, Street Lighting, Bridges and Flood Prevention Capital budgets and programme of works for 2016/17.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

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

Bridges and Flood Prevention assets are maintained in accordance with Government legislation. Excessively high maintenance costs are avoided by undertaking regular condition inspections and prioritising required work.

### Links

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

## Road and Footway and Bridges Investment – Capital Programme for 2016/17

### Recommendations

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- 1.1 It is recommended that the Committee approves:
  - 1.1.1 the allocation of the capital budget for 2016/17 shown in Appendix A;
  - 1.1.2 the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendices C and D; and
  - 1.1.3 the programme of proposed bridge works for 2016/17, as detailed in section three of this report, and in Appendix H.

### Background

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- 2.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2016/17.
- 2.2 The capital budget of £15.069M for 2016/17 was agreed as part of the capital investment programme in, February 2015.
- 2.3 The report provides details of the Road and Footway Capital Investment Programme for 2016/17. The report also includes details of street lighting investment. This report proposes how the capital budget of £15.069m should be allocated across six different work streams. These are: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. The Carriageway and Footways work accounts for £8.733M or 58% of the available funding. The Street Lighting work accounts for £1.5M or 10% of the available funding. A scheme of prioritisation is used to identify which projects should be included in this part of the programme.
- 2.4 A 9% budget commitment has been allocated for cycling improvements. This is in line with the Council commitment to allocate a percentage of the Transport budget to improve cycling facilities throughout Edinburgh.
- 2.5 On 27 October 2015, this Committee agreed a new strategic approach to capital investment in the city's roads and footways. The areas for capital investment in carriageways are based on the findings of this report.

- 2.6 The Council's Bridge Stock has a gross replacement cost of £1,054m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely. It also reduces the number of occasions where excessively high costs associated with unplanned maintenance occur.
- 2.7 At present all structures are routinely inspected and works programmes are developed based on these inspections. The works programme presented illustrates the work of highest priority that can be undertaken assuming budgets remain at 2015/16 levels.
- 2.8 It is necessary to present this report to Committee in January 2016 to ensure that the programme can start on time and comply with the Road Works Registration notice periods.

## Main report

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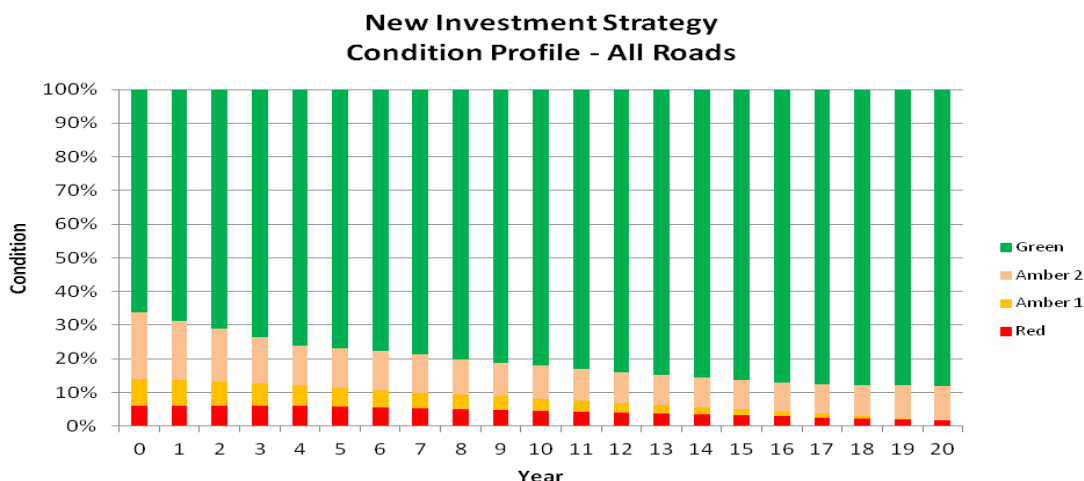
### Capital Budget Provision 2015/16 - 2017/18

- 3.1 The current and projected capital allocation for roads and footways, including street lighting, for 2014 to 2017 is shown in Appendix A.
- 3.2 The roads and footways capital programme for 2016/17 consists of six work streams. These comprise: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. Appendix A outlines how the proposed budget will be allocated across these six elements in 2016/17.

### Carriageway Investment

- 3.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.4 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.
- 3.5 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Currently the majority of carriageways prioritised for investment fall within the red category. Treating the Red category roads only results in a small number of carriageway resurfacing or strengthening schemes being carried out each year, due to the cost of these treatments.

3.6 As part of the modelling work for the RAMP, alternative scenarios for capital investment have been developed. These scenarios are predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads would require less expensive treatments (eg surface dressing, slurry sealing), which would improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the cheaper cost of the treatments required on Amber condition roads, more roads can be treated each year. The chart below illustrates the impact of this preventative approach over a 20 year period, assuming levels of capital investment remain at current levels, with the percentage of roads requiring maintenance reducing to 12%.



3.7 The basis of this approach will be to target investment into the categories of carriageway network, as shown in Appendix B, that require investment, to achieve an overall improvement in the condition of Edinburgh’s network. For example, the Unclassified and A Class roads contain the largest percentages of Red, Amber 1 and Amber 2. Therefore, the greatest percentage of investment needs to be targeted into these areas.

3.8 This preventative approach will treat more roads within the Amber condition categories and less within the Red, thus significantly slowing their deterioration and negating the need for more robust, expensive treatments.

3.9 Appendix C shows how funding will be distributed throughout the carriageway network in order to improve the overall condition of Edinburgh’s carriageway condition.

3.10 The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.

- 3.11 A visual inspection is currently used to determine the condition of carriageways. The UKPMS will replace the visual condition surveys and will be used for systematic collection and analysis of condition data, ie Scottish Road Maintenance Condition Survey. The UKPMS analyses specific types of defects ie cracking, texture, profile and rutting, to select which roads should be considered for preventative, resurfacing or strengthening treatments. Appendix D shows the criteria that will be used to determine the appropriate treatment required.
- 3.12 Appendix E shows the carriageway schemes that have been prioritised for investment, using the new Investment Strategy.

### **Footway Investment**

- 3.13 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and footfall weightings to determine which projects should be prioritised for investment.
- 3.14 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan.
- 3.15 It is proposed to maintain the allocation of £400K for Local Footways in 2016/17. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score.
- 3.16 It is proposed to treat local footways with surfacing procedures ie slurry sealing. This is a preventative treatment and will allow a far greater number of footways to be treated each year.
- 3.17 The programme of proposed carriageway and footway works is shown in Appendix F. Whilst the aim of the footway improvement schemes is to improve the surface condition, these schemes will also result in improved facilities for walking in Edinburgh's streets.

### **Co-ordination**

- 3.18 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off-peak working, etc) to minimise disruption.

### **Public Realm**

- 3.19 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group. A new Public Realm Strategy is being developed and will include procedures for prioritising investment in public realm which will be reported to a future committee. New public realm projects will be put forward for inclusion in the 2017/18 capital programme once the new Public Realm Strategy is in place.

- 3.20 Although there are no specific public realm schemes within the 2016/17 programme, a number of the carriageway and footway renewal schemes will contribute to public realm improvements, through use of high specification materials such as natural stone slabs and setts, as well as improvements in design and layout.

### **Street Lighting**

- 3.21 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40%, it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. The budget for street lighting works in 2016/17 is £1.5M. The programme of Street Lighting works is shown in Appendix G.
- 3.22 On 27 October 2015 the Transport and Environment Committee approved, in principle, the business case for the roll out of Light Emitting Diode (LED) lanterns across the city and the report was referred to Council on 19 November 2015 for formal approval of the prudential borrowing.
- 3.23 The business case supported the roll out of 54,000 LED lanterns over a three year programme at a total cost, including financing, of £40.132M. The forecast energy, Carbon Reduction Commitment and maintenance savings/cost avoidance over 20 years resulting from this project is £77.037M.

### **Other Asset Management**

- 3.24 The South-West Neighbourhood has carried out a major survey on all the barriers along the Calder Road. A large percentage of these barriers have been identified as being in need of replacement. The estimated cost of this replacement is £1M. It is important that these barriers are maintained to a high standard due to their location on the Calder Road roundabouts. This work started in 2013/14. It is therefore proposed to maintain the £250K in 2016/17 to complete these works.
- 3.25 It is proposed to invest £0.5M in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture and street lighting. In the case of street lighting, where the lighting columns on a footway improvement scheme are more than 30 years old (ie exceeds their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

## **Neighbourhoods**

- 3.26 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £30K is given to each Neighbourhood area to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 3.27 It is proposed to allocate £180K for drainage repairs (approximately £30K per Neighbourhood). This will be used to repair failed gullies throughout Edinburgh.
- 3.28 In addition to the budget set aside for dropped kerbs and drainage improvements within Neighbourhoods, a further element of the programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Neighbourhood Managers to respond to the local issues identified by the Neighbourhood Partnerships. It is proposed to allocate £600K (£50K per Neighbourhood Partnership) in 2016/17.
- 3.29 It is proposed to allocate £120K for Bus Stop Maintenance. This will provide the neighbourhoods with £20K each to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear caused by heavily loaded buses.
- 3.30 The resurfacing of Brighton Place was approved by this Committee, as part of the 2015/16 Capital Investment Programme, on 28 October 2014. It was agreed that consultation should be carried out in Portobello to determine the appropriate type of resurfacing. Brighton Place is a setted street in a conservation area.
- 3.31 The most extensive of the consultations was carried out by Portobello Community Council, receiving over 400 responses. The results from their consultation slightly favoured removing the Setts and replacing with asphalt. Consultation was also undertaken by Brighton and Rosefield Residents Association, Portobello Heritage Trust and Portobello Amenity Society. All of these stakeholders strongly supported the renewal of setts in Brighton Place.
- 3.32 Based on the consultation it is recommended to renew the setts in Brighton Place, in line with Council policy

## **Inspection, Design and Supervision**

- 3.33 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £1.36M from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and, if the costs are lower than expected, then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.
- 3.34 The majority of the schemes selected for investment will be designed by Transport's in-house design teams. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme.



## **Contingencies**

- 3.35 It is proposed to allocate £400K for contingencies in 2015/16. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.
- 3.36 The contingencies budget will be closely monitored and, if contingencies or emergency works do not arise as the year progresses, then the funding will be re-allocated on a quarterly basis and used to bring forward additional carriageway and footway schemes.

## **Cycling Improvements**

- 3.37 The Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10%. 9% of capital budgets will be allocated for cycling related improvements in 2016/17.
- 3.38 The 9% budget commitment will enable the Council to deliver new cycling infrastructure, including the creation of links between existing off-road routes and upgrading the facilities that are available on-road.
- 3.39 The budget allocation from this budget, for cycling, may be reduced after the full details of cycle improvements and spend is determined for all of Transport Services. Once the allocation that will be taken from the Carriageway and Footway budget is known, this Committee will be updated.

## **Bridges**

- 3.40 All bridges are given a general inspection (GI) over a two year cycle and their condition measured in line with National Guidelines. This is a visual inspection from ground level of parts of the bridge that are readily accessible. From the GI, bridges are given a score based on their condition and individual parts of the structure requiring repair are also highlighted. Other factors are then taken into account, such as volume of use, location, relationship with other parties, and other work in the vicinity. A programme of work is then developed based upon the bridges with the lowest score, which are those bridges most in need of repair.
- 3.41 A Principal Bridge Inspection (PBI) is an inspection which entails the inspecting engineer being within touching distance of every part of the bridge. Such inspections can be expensive as there is the need for specialist access equipment and traffic management. There may also be the need for intrusive inspections including testing of materials and specialist support such as divers, to inspect parts of the structure under water.

- 3.42 A risk analysis has been undertaken and it is considered that many structures are readily accessible and do not require a PBI. A risk based PBI programme has therefore been developed in which individual bridges will receive an inspection every 10 years. There are 128 bridges on this programme and cognisance was taken of access constraints in developing this programme. For example all bridges over water which require an inspection by divers have been grouped together.
- 3.43 Appendix H details the proposed budget and Capital works for 2016-17.

### **Street Design Guidance**

- 3.44 This Committee approved Edinburgh's new Street Design Guidance at its meeting on 25 August 2015. This Guidance sets out the City of Edinburgh Council's design expectations and aspirations for streets within the Council area.
- 3.45 The guidance will be embedded in the design process for all carriageway and footway schemes detailed in this report.

### **Programme Delivery**

- 3.46 An update report will be submitted to this Committee, in June 2017, detailing the delivery of the schemes listed in this report and the overall budget spend.

## **Measures of success**

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- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 35.1% in 2013/14. Edinburgh's ranking within the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 14th in 2012/13. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.2 The Road Asset Management Plan is being prepared which will in time result in a long term strategy for the maintenance of all Council owned roads infrastructure.

## **Financial impact**

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- 5.1 The cost of improvement works, listed in Appendices B and C, will be funded from the approved capital allocation for roads and footway investment.

- 5.2 The report outlines total carriageway and footway capital expenditure plans of £15.069M of infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £15.069M and interest of £10.131M, resulting in a total cost of £25.20M based on a loans fund interest rate of 5.25%. The annual loan charges would be £1.26M.
- 5.3 The loan charges outlined above are allowed for within the current long term financial plan.
- 5.4 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.
- 5.5 The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

## **Risk, policy, compliance and governance impact**

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

## **Equalities impact**

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

## Sustainability impact

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- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 Street Lighting capital will continue to implement agreed programmes for implementation of energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).
- 8.3 The proposals in this report will increase carbon emissions as a result of the construction plant and materials that will be utilised during the works.
- 8.4 By adopting a proactive approach of inspecting and maintaining, this will ensure that the road network is not compromised and avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.

## Consultation and engagement

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- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in November 2010, was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in October 2013. A further review of these procedures was agreed by this Committee in October 2014.
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Neighbourhood Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

## Background reading/external references

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[Road and Footway Prioritisation Review 2014](#)

[Carriageway and Footway Investment Strategy 2016](#)

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <p><b>P28</b> - 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><b>P33</b> - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p><b>P44</b> - Prioritise to keep our streets clean and attractive.</p> <p><b>P45</b> - Spend 5% of the transport budget on provision for cyclists.</p>  |
| <b>Council outcomes</b>         | <p><b>CO8</b> - Edinburgh's economy creates and sustains job opportunities.</p> <p><b>CO19</b> - 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><b>CO21</b> - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p><b>CO22</b> - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p><b>CO23</b> - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p><b>CO24</b> - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p><b>CO25</b> - The Council has efficient and effective services that deliver on objectives.</p> <p><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p><b>CO27</b> - The Council supports, invests in and develops our people.</p> |
| <b>Single Outcome Agreement</b> | <p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>   |
| <b>Appendices</b>               | <p>A Capital Budget Allocation</p> <p>B Road Condition Index</p> <p>C Full Investment Strategy – Annual Options Report</p> <p>D SRMCS Defect Criteria for Treatment Types</p> <p>E Proposed Capital Carriageway Programme – April 2016 – March 2017</p> <p>F Proposed Capital Footway Programme – April 2016 – March 2017</p> <p>G Proposed Capital Street Lighting Programme - April 2016 – March 2017</p> <p>H Proposed Bridges Budget Allocation and Programme - April 2016 – March 2017</p>   |

Capital Budget Allocation

## Current and Predicted Capital Allocation

|    | 2015/16 | 2016/17 | 2017/18 |
|----|---------|---------|---------|
| £M | 15.069  | 15.069  | 15.069  |

## Proposed Budget Allocation for 2015/16

|   |           |        |                |
|---|-----------|--------|----------------|
| Roads, Footways and Street Lighting Budget                          | <u>£m</u> | 15.069 |                |
| <u>Carriageways &amp; Footways</u>                                  | <u>£m</u> |        |                |
| Budget for Carriageway Works  |           | 5.413  |                |
| Budget for Setted Carriageways                                      |           | 1.000  |                |
| Budget for Footway Works  |           | 1.920  |                |
| Budget for Local Footways   |           | 0.400  |                |
| TOTAL   |           |        | -8.733         |
| <u>Street Lighting</u>  | <u>£m</u> |        |                |
| TOTAL   |           | 1.500  | -1.500         |
| <u>Other Asset Management</u>                                       | <u>£m</u> |        |                |
| Asset replacement <sup>1</sup>                                      |           | 0.500  |                |
| Calder Road Barrier Work  |           | 0.250  |                |
| TOTAL   |           |        | -0.750         |
| <u>Neighbourhoods</u>   | <u>£m</u> |        |                |
| Drop crossings (£30,000 per Neighbourhood Area)                     |           | 0.180  |                |
| Drainage improvements (£30,000 per Neighbourhood Area)              |           | 0.180  |                |
| NEP - (£50,000 per Partnership)                                     |           | 0.600  |                |
| Bus Stop Maintenance  |           | 0.120  |                |
| TOTAL   |           |        | -1.080         |
| <u>Miscellaneous</u>  | <u>£m</u> |        |                |
| Budget for Inspection, Design & Supervision costs, including TTRO's |           | 1.250  |                |
| Contingencies   |           | 0.400  |                |
| TOTAL   |           |        | -1.650         |
| <u>Cycling Allocation</u>   | <u>£m</u> |        |                |
| 9% Allocation   |           | 1.356  |                |
| TOTAL   |           |        | -1.356         |
| <b>TOTAL SPEND</b>  |           |        | <b>-15.069</b> |

## Road Condition Index

The current RCI percentages for Edinburgh’s carriageway network are:

| Category             | U-R   | Length (m) | Width (m) | Area (sqm) | Red   |            | Amber 1 |            | Amber 2 |            | Green |            |
|----------------------|-------|------------|-----------|------------|-------|------------|---------|------------|---------|------------|-------|------------|
|                      |       |            |           |            | RCI % | Area (sqm) | RCI %   | Area (sqm) | RCI %   | Area (sqm) | RCI % | Area (sqm) |
| Principal (A) Roads  | Urban | 129000     | 10.6      | 1367400    | 5.95  | 81360      | 7.26    | 99273      | 18.51   | 253106     | 68.28 | 933661     |
|                      | Rural | 44000      | 9.6       | 422400     | 1.82  | 7688       | 2.63    | 11109      | 15.62   | 65979      | 79.94 | 337667     |
| Classified (B) Roads | Urban | 41000      | 9.9       | 405900     | 4.14  | 16804      | 5.39    | 21878      | 20.58   | 83534      | 69.88 | 283643     |
|                      | Rural | 12000      | 8.8       | 105600     | 1.20  | 1267       | 1.87    | 1975       | 14.52   | 15333      | 82.41 | 87025      |
| Classified (C) Roads | Urban | 75000      | 9.7       | 727500     | 5.08  | 36957      | 6.11    | 44450      | 9.11    | 66275      | 69.70 | 507068     |
|                      | Rural | 45000      | 6.6       | 297000     | 4.49  | 13335      | 3.85    | 11435      | 23.72   | 70448      | 67.94 | 201782     |
| Unclassified Roads   | Urban | 1110000    | 7.2       | 7992000    | 6.99  | 558641     | 7.81    | 624175     | 22.86   | 1826971    | 62.34 | 4982213    |
|                      | Rural | 55000      | 4.7       | 258500     | 10.63 | 27479      | 6.61    | 17087      | 23.26   | 60127      | 59.50 | 153808     |

**Overall Road Condition Index: 38.5%**

**Full Investment Strategy - Annual Options Report**

| Year 1                  | £5,400,000      |                 |                   |
|-------------------------|-----------------|-----------------|-------------------|
| Category                | Red             | Amber 1         | Amber 2           |
| A Road (Urban)          | £400,000        | £500,000        | £500,000          |
| A Road (Rural)          | £0              | £0              | £250,000          |
| B Road (Urban)          | £40,000         | £0              | £150,000          |
| B Road (Rural)          | £0              | £0              | £0                |
| C Road (Urban)          | £0              | £0              | £250,000          |
| C Road (Rural)          | £0              | £0              | £100,000          |
| U Road (Urban)          | £400,000        | £400,000        | £2,160,000        |
| U Road (Rural)          | £50,000         | £50,000         | £150,000          |
| <b>Treatment Totals</b> | <b>£890,000</b> | <b>£950,000</b> | <b>£3,900,000</b> |

| Year 2                  | £5,740,000      |                 |                   |
|-------------------------|-----------------|-----------------|-------------------|
| Category                | Red             | Amber 1         | Amber 2           |
| A Road (Urban)          | £400,000        | £500,000        | £500,000          |
| A Road (Rural)          | £0              | £0              | £250,000          |
| B Road (Urban)          | £40,000         | £0              | £150,000          |
| B Road (Rural)          | £0              | £0              | £0                |
| C Road (Urban)          | £0              | £0              | £250,000          |
| C Road (Rural)          | £0              | £0              | £100,000          |
| U Road (Urban)          | £400,000        | £400,000        | £2,160,000        |
| U Road (Rural)          | £50,000         | £50,000         | £150,000          |
| <b>Treatment Totals</b> | <b>£890,000</b> | <b>£950,000</b> | <b>£3,900,000</b> |

| Year 3                  | £5,740,000      |                 |                   |
|-------------------------|-----------------|-----------------|-------------------|
| Category                | Red             | Amber 1         | Amber 2           |
| A Road (Urban)          | £400,000        | £500,000        | £500,000          |
| A Road (Rural)          | £0              | £0              | £250,000          |
| B Road (Urban)          | £40,000         | £0              | £150,000          |
| B Road (Rural)          | £0              | £0              | £0                |
| C Road (Urban)          | £0              | £0              | £250,000          |
| C Road (Rural)          | £0              | £0              | £100,000          |
| U Road (Urban)          | £400,000        | £400,000        | £2,160,000        |
| U Road (Rural)          | £150,000        | £50,000         | £50,000           |
| <b>Treatment Totals</b> | <b>£990,000</b> | <b>£950,000</b> | <b>£3,800,000</b> |

| Year 4                  | £5,820,000        |                 |                   |
|-------------------------|-------------------|-----------------|-------------------|
| Category                | Red               | Amber 1         | Amber 2           |
| A Road (Urban)          | £400,000          | £500,000        | £500,000          |
| A Road (Rural)          | £100,000          | £0              | £200,000          |
| B Road (Urban)          | £40,000           | £0              | £150,000          |
| B Road (Rural)          | £20,000           | £10,000         | £0                |
| C Road (Urban)          | £0                | £0              | £250,000          |
| C Road (Rural)          | £0                | £0              | £100,000          |
| U Road (Urban)          | £400,000          | £400,000        | £2,160,000        |
| U Road (Rural)          | £150,000          | £50,000         | £50,000           |
| <b>Treatment Totals</b> | <b>£1,110,000</b> | <b>£960,000</b> | <b>£3,750,000</b> |



**SRMCS Defect Criteria for Treatment Types**

Criteria to be used when selecting the appropriate treatment type on Edinburgh Carriageway Network:

|              | Strengthening                                     | A Roads |       | B Roads |       | C Roads |       | U Roads |       |
|--------------|---|---------|-------|---------|-------|---------|-------|---------|-------|
| Criteria No: | Defect  | Upper   | Lower | Upper   | Lower | Upper   | Lower | Upper   | Lower |
| 1            | Rut Depth (mm)                                    | Max     | 8     | Max     | 10    | NA      | NA    | NA      | NA    |
| 2            | Rut Depth %>10mm                                  | NA      | NA    | NA      | NA    | 100%    | 40%   | 100%    | 50%   |
| 3            | LPV (3m) (mm <sup>2</sup> )                       | Max     | 10    | Max     | 10    | NA      | NA    | NA      | NA    |
| 4            | LPV (3m) (mm <sup>2</sup> ) (>10mm <sup>2</sup> ) | NA      | NA    | NA      | NA    | 100%    | 40%   | 100%    | 50%   |
| 5            | Cracking (>4)                                     | 100%    | 30%   | 100%    | 40%   | NA      | NA    | NA      | NA    |

|              | Resurfacing                                      | A Roads |       | B Roads |       | C Roads |       | U Roads |       |
|--------------|--|---------|-------|---------|-------|---------|-------|---------|-------|
| Criteria No: | Defect   | Upper   | Lower | Upper   | Lower | Upper   | Lower | Upper   | Lower |
| 1            | Rut Depth (mm)                                   | 8       | 4     | 10      | 7     | NA      | NA    | NA      | NA    |
| 2            | Rut Depth %>8mm                                  | NA      | NA    | NA      | NA    | 100%    | 40%   | 100%    | 50%   |
| 3            | LPV (3m) (mm <sup>2</sup> )                      | 10      | 6     | 10      | 8     | NA      | NA    | NA      | NA    |
| 4            | LPV (3m) (mm <sup>2</sup> ) (>8mm <sup>2</sup> ) | NA      | NA    | NA      | NA    | 100%    | 40%   | 100%    | 50%   |
| 5            | Cracking (>4)                                    | 30%     | 10%   | 40%     | 20%   | 100%    | 40%   | 100%    | 40%   |

|              | Surface Dressing   | A Roads |       | B Roads |       | C Roads |       | U Roads |       |
|--------------|--------------------|---------|-------|---------|-------|---------|-------|---------|-------|
| Criteria No: | Defect             | Upper   | Lower | Upper   | Lower | Upper   | Lower | Upper   | Lower |
| 1            | Texture Depth (mm) | 0.5     | 0     | 0.5     | 0     | 0.5     | 0     | 0.3     | 0     |
| 2            | High Texture (mm)  |         | 1.5   |         | 1.5   |         | 1.5   |         | 1.5   |
| 3            | Rutting / LPV (3m) | NA      | NA    | NA      | NA    | NA      | NA    | 25%     | 0%    |
| 4            | Cracking (>1)      | 100%    | 50%   | 100%    | 50%   | 100%    | 20%   | 100%    | 20%   |

## Proposed Capital Carriageway Programme

April 2016 – March 2017

### Strengthening

| Street                 | Location   | Ward Number | Ward                  | Classification | Surfacing Method | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|------------------------|--|-------------|-----------------------|----------------|------------------|-----------------|------------|---------------------|---------|-----------|
| Princes Street         | Waterloo Place (Leith Street) to South St Andrew Street                    | 11          | City Centre           | A Urban        | Strengthening    | Red             | 2,158      | 1.80                | 1.50    | 1.00      |
| Waterloo Place         | Leith Street To Calton Road  | 11          | City Centre           | A Urban        | Strengthening    | Red             | 943        | 1.80                | 1.10    | 1.05      |
| South Bridge           | High Street To Hunter Square   | 11          | City Centre           | A Urban        | Strengthening    | Red             | 590        | 1.80                | 1.50    | 1.05      |
| Lothian Road           | Castle Terrace to Fountainbridge   | 11          | City Centre           | A Urban        | Strengthening    | Red             | 3,077      | 1.80                | 1.25    | 1.00      |
| Great Junction Street  | Bonnington Road To King Street   | 13          | Leith                 | A Urban        | Strengthening    | Red             | 743        | 1.60                | 1.25    | 1.00      |
| Regent Road            | West end of St Andrew's House To mini roundabout east of St Andrew's House | 11          | City Centre           | A Urban        | Strengthening    | Red             | 578        | 1.60                | 1.00    | 1.05      |
| Regent Road            | Carlton Terrace Brae To Easter Road  | 11          | City Centre           | A Urban        | Strengthening    | Red             | 248        | 1.60                | 1.00    | 1.05      |
| Broughton Road         | Rodney Street To Canonmills  | 5           | Inverleith            | B Urban        | Strengthening    | Red             | 800        | 1.60                | 1.25    | 1.00      |
| Bellevue Gardens       | Whole Street   | 12          | Leith Walk            | U Urban        | Strengthening    | Red             | 893        | 1.00                | 1.00    | 1.00      |
| Wester Hill            | Outside No.11 to No.18   | 9           | Fountainbridge/C'hart | U Urban        | Strengthening    | Red             | 717        | 1.30                | 1.00    | 1.05      |
| East Barnton Avenue    | Barnton Avenue To outside No.42  | 1           | Almond                | U Urban        | Strengthening    | Red             | 622        | 1.00                | 1.00    | 1.05      |
| King Malcolm Close     | Outside No.9 to Outside No.6   | 8           | Colinton/Fairmilehead | U Urban        | Strengthening    | Red             | 614        | 1.00                | 1.00    | 1.00      |
| Dreghorn Drive         | Dreghorn Place To Dreghorn Gardens   | 8           | Colinton/Fairmilehead | U Urban        | Strengthening    | Red             | 542        | 1.00                | 1.00    | 1.00      |
| Oxgangs Farm Avenue    | Oxgangs Farm Drive to Oxgangs Terrace                                      | 8           | Colinton/Fairmilehead | U Urban        | Strengthening    | Red             | 2,702      | 1.00                | 1.00    | 1.00      |
| Muirhouse Avenue       | McGill Drive To Muirhouse Park   | 4           | Forth                 | U Urban        | Strengthening    | Red             | 606        | 1.00                | 1.00    | 1.00      |
| Rannoch Road           | Outside no.59 Rannoch Road To Alan Breck Gardens                           | 3           | Drum Brae / Gyle      | U Urban        | Strengthening    | Red             | 542        | 1.00                | 1.00    | 1.00      |
| West Craigie Farm road | TBC  | 1           | Almond                | U Rural        | Strengthening    | Red             | TBC        | 1.00                | 1.00    | 1.00      |

## Resurfacing

| Street                           | Location   | Ward Number | Ward                   | Classification | Surfacing Method | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|----------------------------------|--|-------------|------------------------|----------------|------------------|-----------------|------------|---------------------|---------|-----------|
| Jock's Lodge                     | Restalrig Road South To Jock s Lodge (Wolseley Crescent) | 14          | Craigentinny/Dudd'n    | A Urban        | Resurfacing      | Amber 1         | 472        | 1.80                | 1.25    | 1.00      |
| Jock's Lodge and Willowbrae Road | Wolseley Crescent to Duddingston Road West               | 14          | Craigentinny/Dudd'n    | A Urban        | Resurfacing      | Amber 1         | 8,618      | 1.80                | 1.25    | 1.00      |
| Princes Street                   | Waverley Bridge To Waverley Bridge                       | 11          | City Centre            | A Urban        | Resurfacing      | Amber 1         | 1,651      | 1.80                | 1.50    | 1.00      |
| Clerk St and South Clerk St      | Rankeillor Street to West Preston Street                 | 15          | Southside/Newington    | A Urban        | Resurfacing      | Amber 1         | 4,150      | 1.80                | 1.50    | 1.00      |
| South Bridge and Nicolson Street | Chambers Street to Nicolson Square                       | 11 & 15     | City Centre/Southside  | A Urban        | Resurfacing      | Amber 1         | 3,773      | 1.80                | 1.50    | 1.05      |
| Queensferry Road                 | Clermiston Road North To Clermiston Drive                | 1           | Almond                 | A Urban        | Resurfacing      | Amber 1         | 1,344      | 1.80                | 1.25    | 1.05      |
| Queensferry Road                 | Craigleith Road To Craigleith Crescent                   | 5           | Inverleith             | A Urban        | Resurfacing      | Amber 1         | 389        | 1.80                | 1.25    | 1.00      |
| Gorgie Road                      | Coxfield Lane To Coxfield                                | 9           | Fountainbridge/C'hart  | A Urban        | Resurfacing      | Amber 1         | 1,391      | 1.80                | 1.25    | 1.00      |
| Lanark Road                      | Wester Hailes Road To Spylaw Park                        | 8           | Colinton/Fairmilehead  | A Urban        | Resurfacing      | Amber 1         | 554        | 1.80                | 1.10    | 1.05      |
| Great Junction Street            | Bangor Road To Ballantyne Road                           | 13          | Leith                  | A Urban        | Resurfacing      | Amber 2         | 1,273      | 1.60                | 1.25    | 1.00      |
| Lanark Road West                 | Kirkgate To Riccarton Mains Road                         | 2           | Pentland Hills         | A Urban        | Resurfacing      | Amber 2         | 790        | 1.80                | 1.10    | 1.00      |
| Queensferry Road                 | Outside 540 To Whitehouse Road                           | 1           | Almond                 | A Urban        | Resurfacing      | Amber 2         | 1,934      | 1.80                | 1.25    | 1.00      |
| Lothian Road                     | Rutland Street To Kings Stables Road                     | 11          | City Centre            | A Urban        | Resurfacing      | Amber 2         | 1,096      | 1.80                | 1.50    | 1.05      |
| Newington Road                   | West Preston Street To West Newington Place              | 15          | Southside/Newington    | A Urban        | Resurfacing      | Amber 2         | 1,332      | 1.80                | 1.50    | 1.00      |
| Telford Road                     | Groathill Road North To Groathill Road South             | 5           | Inverleith             | A Urban        | Resurfacing      | Amber 2         | 672        | 1.80                | 1.10    | 1.05      |
| Niddrie Mains Road               | Craigmillar Castle Loan To Peffermill Road               | 17          | Portobello/Craigmillar | A Urban        | Resurfacing      | Amber 2         | 2,181      | 1.80                | 1.25    | 1.00      |
| Queensferry Road                 | Barnton Park Drive To Parkgrove Avenue                   | 1           | Almond                 | A Urban        | Resurfacing      | Amber 2         | 2,700      | 1.80                | 1.25    | 1.00      |
| Queensferry Road                 | At Dean Park Crescent                                    | 5           | Inverleith             | A Urban        | Resurfacing      | Amber 2         | 259        | 1.80                | 1.25    | 1.00      |
| Willowbrae Road                  | Abercorn Road To Jock's Lodge                            | 14          | Craigentinny/Dudd'n    | A Urban        | Resurfacing      | Amber 2         | 3,749      | 1.80                | 1.10    | 1.05      |
| Niddrie Mains Road               | Wauchhope Terrace to Niddrie Marischal Road              | 17          | Portobello/Craigmillar | A Urban        | Resurfacing      | Amber 2         | 5,919      | 1.80                | 1.10    | 1.00      |
| B800 Kirkliston to Queensferry   | Milton Farm Road north to bridge over A90                | 1           | Almond                 | B Urban        | Resurfacing      | Amber 2         | 6,814      | 1.80                | 1.10    | 1.00      |
| B800 Kirkliston                  | Eastbound off slip at Echline roundabout                 | 1           | Almond                 | B Urban        | Resurfacing      | Amber 2         | 437        | 1.80                | 1.10    | 1.00      |

| Street               | Location   | Ward Number | Ward                   | Classification | Surfacing Method | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|----------------------|--|-------------|------------------------|----------------|------------------|-----------------|------------|---------------------|---------|-----------|
| Burgess Road         | Station Road To Kirkliston Road                              | 1           | Almond                 | U Urban        | Resurfacing      | Amber 1         | 2,495      | 1.30                | 1.10    | 1.00      |
| Rannoch Road         | Drum Brae Drive To Rannoch Terrace                           | 3           | Drum Brae/Gyle         | U Urban        | Resurfacing      | Amber 1         | 646        | 1.00                | 1.00    | 1.00      |
| Silverknowes Parkway | Silverknowes Road Lighting Point SKB 46                      | 1           | Almond                 | U Urban        | Resurfacing      | Amber 1         | 909        | 1.00                | 1.25    | 1.00      |
| Hainburn Park        | New Swanston To No 82 Hainburn Park                          | 8           | Colinton/Fairmilehead  | U Urban        | Resurfacing      | Amber 1         | 422        | 1.00                | 1.00    | 1.00      |
| Boswall Loan         | Granton Place To Granton Terrace                             | 4           | Forth                  | U Urban        | Resurfacing      | Amber 1         | 606        | 1.30                | 1.10    | 1.05      |
| Marine Drive         | West bound c/w from Silverknowes Road                        | 1           | Almond                 | U Urban        | Resurfacing      | Amber 1         | 1,562      | 1.30                | 1.00    | 1.00      |
| Ferniehill Place     | Ferniehill Street To no 9                                    | 16          | Liberton/Gilmerton     | U Urban        | Resurfacing      | Amber 1         | 542        | 1.00                | 1.00    | 1.00      |
| Learmonth Gardens    | Learmonth Grove To Learmonth Avenue                          | 5           | Inverleith             | U Urban        | Resurfacing      | Amber 1         | 582        | 1.00                | 1.00    | 1.00      |
| Redhall Crescent     | Redhall Drive To Redhall Road                                | 7           | Sighthill/Gorgie       | U Urban        | Resurfacing      | Amber 1         | 558        | 1.00                | 1.00    | 1.00      |
| Wakefield Avenue     | Bryce Avenue To Craigentiny Road                             | 14          | Craigentiny/Dudd'n     | U Urban        | Resurfacing      | Amber 1         | 1,514      | 1.60                | 1.10    | 1.00      |
| Turnhouse Road       | West Craigs Crescent To service road at No.64 Turnhouse Road | 3           | Drum Brae / Gyle       | U Urban        | Resurfacing      | Amber 1         | 757        | 1.30                | 1.10    | 1.00      |
| Albert Street        | Buchanan Street To Murano Place                              | 12          | Leith Walk             | U Urban        | Resurfacing      | Amber 1         | 263        | 1.60                | 1.00    | 1.00      |
| Marionville Road     | Dalgety Avenue To Wishaw Terrace                             | 14          | Craigentiny/Dudd'n     | U Urban        | Resurfacing      | Amber 1         | 542        | 1.60                | 1.10    | 1.05      |
| Bryce Crescent       | Bryce Place To Easter Currie Place                           | 2           | Pentland Hills         | U Urban        | Resurfacing      | Amber 1         | 279        | 1.00                | 1.00    | 1.00      |
| Craikleith Drive     | Craikleith Gardens to Blinkbonny Grove                       | 6           | Corstorphine/Murrayf'd | U Urban        | Resurfacing      | Amber 1         | 1,267      | 1.00                | 1.00    | 1.00      |
| Greenbank Drive      | No 49 to 64 and Greenbank Lane to Morningside Grove          | 9           | Fountainbridge/C'hart  | U Urban        | Resurfacing      | Amber 1         | 1,315      | 1.00                | 1.00    | 1.00      |
| Baberton Mains Drive | Baberton Mains View south to No.312 Baberton Mains Dr        | 2           | Pentland Hills         | U Urban        | Resurfacing      | Amber 1         | 478        | 1.30                | 1.10    | 1.00      |
| Inchcolm Terrace     | Outside Nos 45-47 To entrance to cul-de-sac at No.6          | 4           | Forth                  | U Urban        | Resurfacing      | Amber 1         | 1,881      | 1.00                | 1.00    | 1.00      |
| Manor Place          | Melville Street To Chester Street                            | 11          | City Centre            | U Urban        | Resurfacing      | Amber 1         | 901        | 1.30                | 1.00    | 1.05      |
| Park Crescent        | Mount Vernon Road To Park Gardens                            | 16          | Liberton/Gilmerton     | U Urban        | Resurfacing      | Amber 1         | 502        | 1.00                | 1.00    | 1.00      |
| Humbie Farm rd       | Humbie Cottage To Carmelhill Cottage                         | 1           | Almond                 | U Rural        | Resurfacing      | Amber 1         | 1,570      | 1.00                | 1.00    | 1.00      |

## Surfacing

| Street                        | Location  | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|-------------------------------|---|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Johnsburn Road                | Glenbrook Road To Burnside Park   | 2           | Pentland Hills         | C Urban        | Surface Treatment | Amber 2         | 5,216      | 1.30                | 1.10    | 1.05      |
| Dundee Street                 | Henderson Terrace To West Approach Road   | 7           | Sighthill/Gorgie       | C Urban        | Surface Treatment | Amber 2         | 994        | 1.80                | 1.10    | 1.00      |
| Dundee Street                 | West Approach Road To Dundee Terrace  | 7           | Sighthill/Gorgie       | C Urban        | Surface Treatment | Amber 2         | 913        | 1.80                | 1.10    | 1.00      |
| Crewe Rd N                    | Crewe Road Gardens To No.111  | 4           | Forth                  | C Urban        | Surface Treatment | Amber 2         | 732        | 1.80                | 1.10    | 1.00      |
| Pilrig St                     | Arthur Street To Dryden Street  | 12          | Leith Walk             | C Urban        | Surface Treatment | Amber 2         | 895        | 1.60                | 1.10    | 1.00      |
| Duddingston Road              | Duddingston Avenue to Duddingston Road West   | 14          | Craigenlinny/Dudd'n    | C Urban        | Surface Treatment | Amber 2         | 2,956      | 1.60                | 1.10    | 1.00      |
| Spittal Street                | Bread Street To Castle Terrace  | 11          | City Centre            | C Urban        | Surface Treatment | Amber 2         | 1,175      | 1.80                | 1.00    | 1.00      |
| Curriehill Road               | Riccarton Avenue To Forth View Crescent   | 2           | Pentland Hills         | C Urban        | Surface Treatment | Amber 2         | 1,003      | 1.30                | 1.10    | 1.05      |
| Balgreen Road                 | Gorgie Road to Glendevon Avenue   | 6           | Corstorphine/Murrayf'd | C Urban        | Surface Treatment | Amber 2         | 5,542      | 1.80                | 1.25    | 1.00      |
| Saughton Road North           | Saughton Main Street to Broomfield Cresc North junction then Tyler's Acre Rd to Meadowhouse Rd  | 6           | Corstorphine/Murrayf'd | C Urban        | Surface Treatment | Amber 2         | 4,339      | 1.60                | 1.10    | 1.05      |
| C157 - Kirkliston to Burnshot | Hillside Road (east junction) to Riverside Road   | 1           | Almond                 | C Rural        | Surface Treatment | Amber 2         | 3,869      | 1.80                | 1.00    | 1.00      |
| C157 - Kirkliston to Burnshot | Standingstone Road To Wheatlands Road   | 1           | Almond                 | C Rural        | Surface Treatment | Amber 2         | 3,914      | 1.80                | 1.00    | 1.00      |
| Braid Hills Drive             | Howe Dean Path to Braid Hills Road (no 47)  | 10          | Meadows/Morningside    | C Rural        | Surface Treatment | Amber 2         | 2,468      | 1.30                | 1.00    | 1.05      |
| Albion Road                   | Albion Terrace To stadium   | 12          | Leith Walk             | U Urban        | Surface Treatment | Amber 2         | 327        | 1.00                | 1.00    | 1.05      |
| Caiystane Avenue              | West Caiystane Road To East Caiystane Road  | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 1,251      | 1.60                | 1.00    | 1.00      |
| Columba Road                  | Jeffrey Avenue to Gardiner Road   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 2,200      | 1.00                | 1.00    | 1.00      |
| Craiglockhart Road            | Craiglockhart Crescent To Craiglockhart Quadrant  | 9           | Fountainbridge/C'hart  | U Urban        | Surface Treatment | Amber 2         | 725        | 1.60                | 1.00    | 1.05      |
| Braid Road                    | Braid Crescent to Braidburn Crescent; Hermitage Drive to Braid Hills Hotel; Riselaw Road to Braid Mount and Braid Hills Trail to Buckstane Park | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 4,782      | 1.30                | 1.00    | 1.00      |
| Auchingane                    | Swanston Muir to end of cul de sac  | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 4,423      | 1.00                | 1.00    | 1.05      |
| Barony Terrace                | Outside No.s12/14 Barony Terrace to o/s No.31   | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 988        | 1.30                | 1.00    | 1.00      |

| Street                  | Location  | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|-------------------------|---|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Bankhead Avenue         | Bankhead Crossway North To 25m south of Bankhead Dr   | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 932        | 1.00                | 1.10    | 1.00      |
| Craigs Gardens          | Glasgow Road to Craigs Road                           | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 8,424      | 1.30                | 1.00    | 1.00      |
| Corbiehill Road         | Corbiehill Avenue To Vivian Terrace                   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 502        | 1.80                | 1.10    | 1.00      |
| Double Hedges Road      | Kirk Brae To Robert Burns Drive                       | 16          | Liberton/Gilmerton     | U Urban        | Surface Treatment | Amber 2         | 845        | 1.60                | 1.00    | 1.00      |
| Burnbrae                | Maybury Drive to No.19                                | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 5,858      | 1.00                | 1.00    | 1.00      |
| Caiystane Terrace       | Oxgangs Brae To entrance to No.7 Caiystane Terrace    | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 1,291      | 1.30                | 1.00    | 1.00      |
| Greenbank Crescent      | Greenbank Grove To Greenbank Row                      | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 1,020      | 1.60                | 1.10    | 1.00      |
| Belford Terrace         | Belford Road To Belford Road                          | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 717        | 1.00                | 1.10    | 1.00      |
| Bankhead Crossway South | Bankhead Avenue to Bankhead Drive                     | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 4,144      | 1.30                | 1.00    | 1.00      |
| Blackford Avenue        | Oswald Road To South Oswald Road                      | 15          | Southside/Newington    | U Urban        | Surface Treatment | Amber 2         | 1,331      | 1.00                | 1.10    | 1.00      |
| Bankhead Terrace        | Bankhead Avenue to Cultins Road                       | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 2,399      | 1.30                | 1.00    | 1.00      |
| Hailesland Road         | Murrayburn Park To Hailesland Gardens                 | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 295        | 1.80                | 1.25    | 1.00      |
| Allan Park Drive        | Allan Park Gardens To Allan Park Road                 | 9           | Fountainbridge/C'hart  | U Urban        | Surface Treatment | Amber 2         | 518        | 1.00                | 1.00    | 1.00      |
| Kekewich Avenue         | Inchview Terrace to Craigentenny Road                 | 14          | Craigentenny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 3,587      | 1.60                | 1.00    | 1.00      |
| Braid Hills Avenue      | Braid Farm Road To Braid Hills Crescent               | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 287        | 1.60                | 1.00    | 1.00      |
| Bankhead Medway         | Bankhead Place To Bankhead Broadway                   | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 677        | 1.00                | 1.00    | 1.00      |
| Broomhall Road          | Broomhall Park To Broomhall Loan                      | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,387      | 1.00                | 1.00    | 1.05      |
| Mountcastle Drive South | Milton Gardens South To Bingham Avenue                | 17          | Portobello/Craigmillar | U Urban        | Surface Treatment | Amber 2         | 853        | 1.60                | 1.10    | 1.00      |
| Chapel Street           | Windmill Street To Buccleuch Street                   | 15          | Southside/Newington    | U Urban        | Surface Treatment | Amber 2         | 494        | 1.00                | 1.10    | 1.00      |
| Dumbryden Drive         | Dumbryden Gardens to Dumbryden Grove                  | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 773        | 1.80                | 1.00    | 1.00      |
| Fishwives Causeway      | Portobello High Street To RAB at Baileyfield Crescent | 17          | Portobello/Craigmillar | U Urban        | Surface Treatment | Amber 2         | 2,479      | 1.30                | 1.00    | 1.05      |
| Fishwives Causeway      | Junction Telferton To Sir Harry Lauder Road           | 14          | Craigentenny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 813        | 1.30                | 1.00    | 1.05      |
| Fishwives Causeway      | O/s rear of No.48A Moira Terr To Farrer Grove         | 14          | Craigentenny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 948        | 1.00                | 1.00    | 1.05      |
| Clermiston Road         | Clermiston Road To Forrester Road                     | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 733        | 1.00                | 1.10    | 1.00      |
| Clermiston Road         | No.113 Clermiston Road To Clerwood Terrace            | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 996        | 1.00                | 1.10    | 1.00      |
| East Croft              | Ratho Park Road To o/s No.22 East Croft               | 2           | Pentland Hills         | U Urban        | Surface Treatment | Amber 2         | 2,670      | 1.30                | 1.00    | 1.00      |

| Street                 | Location  | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|------------------------|---|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Braid Farm Road        | Braid Hills Avenue To Braid Hills Road  | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 359        | 1.00                | 1.00    | 1.00      |
| Alnwickhill Drive      | Alnwickhill Loan To Alnwickhill Terrace   | 16          | Liberton/Gilmerton     | U Urban        | Surface Treatment | Amber 2         | 167        | 1.00                | 1.00    | 1.00      |
| Maidencraig Crescent   | No.38-44 Maidencraig Cres To Maidencraig Grove  | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 837        | 1.60                | 1.00    | 1.00      |
| Broomhouse Bank        | No.s9-11 Broomhouse Bank To Broomhouse St South   | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 542        | 1.00                | 1.00    | 1.00      |
| Broomhouse Place South | Broomhouse Bank To Broomhouse Walk  | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 781        | 1.00                | 1.00    | 1.00      |
| Fauldburn              | North Bughtlinfield To jnc at No.58 Fauldburn   | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 1,825      | 1.30                | 1.00    | 1.00      |
| Northfield Broadway    | Northfield Farm Avenue to Northfield Avenue   | 14          | Craightinny/Dudd'n     | U Urban        | Surface Treatment | Amber 2         | 4,965      | 1.60                | 1.10    | 1.00      |
| Buckstone Hill         | Buckstone Crescent To No.s15-17 Buckstone Hill  | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 3,602      | 1.00                | 1.00    | 1.00      |
| Caiyside               | House numbers 93 to 115   | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 2,622      | 1.00                | 1.00    | 1.00      |
| Caiystane Crescent     | Caiystane Hill to Comiston Road   | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 6,416      | 1.00                | 1.00    | 1.00      |
| Calton Road            | New Street To Waterloo Place  | 11          | City Centre            | U Urban        | Surface Treatment | Amber 2         | 2,702      | 1.00                | 1.00    | 1.00      |
| Gogarloch Haugh        | Gogarloch Muir clockwise to No.91   | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 2,901      | 1.30                | 1.00    | 1.00      |
| Craigcrook Road        | Jeffrey Av to Craigcrook Castle & Hillpark Road to Hillpark Dr                                    | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 8,337      | 1.30                | 1.00    | 1.05      |
| Hillview Terrace       | Hillview Drive to Barony Terrace  | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,857      | 1.30                | 1.00    | 1.05      |
| Claremont Road         | Blackie Road To Claremont Park  | 13          | Leith                  | U Urban        | Surface Treatment | Amber 2         | 351        | 1.00                | 1.00    | 1.00      |
| Colinton Mains Road    | Oxgangs Terrace To Oxgangs Terrace  | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 1,060      | 1.00                | 1.00    | 1.00      |
| Craigleith Hill Avenue | Groathill Avenue To Craigleith Hill Green and Craigleith Hill Crescent to Craigleith Hill Gardens | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,729      | 1.30                | 1.00    | 1.00      |
| Craigcrook Place       | Keith Row To Craigcrook Road  | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,140      | 1.00                | 1.00    | 1.00      |
| Hillpark Avenue        | Hillpark Gardens To Hillpark Drive  | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,785      | 1.30                | 1.00    | 1.00      |
| Hillview Road          | Hillview Crescent To Hillview Terrace   | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 789        | 1.30                | 1.00    | 1.00      |
| Holyrood Park Road     | Dalkeith Road to sub station  | 15          | Southside/Newington    | U Urban        | Surface Treatment | Amber 2         | 2,869      | 1.30                | 1.00    | 1.00      |
| Bankhead Loan          | Bankhead Avenue To Bankhead Place   | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 3,778      | 1.30                | 1.00    | 1.00      |
| House O'hill Avenue    | Corbiehill Avenue To House O hill Grove   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 765        | 1.30                | 1.00    | 1.00      |
| House O'hill Avenue    | House O hill Crescent To Hillhouse Road   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,729      | 1.00                | 1.00    | 1.00      |

| Street                | Location  | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|-----------------------|---|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Orchard Place         | Orchard Road To Orchard Brae Gardens West               | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,132      | 1.60                | 1.00    | 1.00      |
| Howden Hall Drive     | Howden Hall Court To Howden Hall Loan                   | 16          | Liberton/Gilmerton     | U Urban        | Surface Treatment | Amber 2         | 614        | 1.30                | 1.00    | 1.00      |
| Pentland Road         | Spylaw Bank Road to Pentland Avenue                     | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 2,064      | 1.60                | 1.00    | 1.00      |
| Baileyfield Crescent  | Baileyfield Crescent Road behind industrial estate      | 17          | Portobello/Craigmillar | U Urban        | Surface Treatment | Amber 2         | 295        | 1.30                | 1.00    | 1.00      |
| Brae Park Road        | Craufurdland To Dowies Mill Lane                        | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,945      | 1.00                | 1.00    | 1.05      |
| Campbell Road         | Campbell Avenue To Ravelston Dykes                      | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,714      | 1.30                | 1.00    | 1.00      |
| Kingsknowe Drive      | Kingsknowe Avenue To Kingsknowe Crescent                | 2           | Pentland Hills         | U Urban        | Surface Treatment | Amber 2         | 1,267      | 1.30                | 1.00    | 1.00      |
| Plewaldcroft          | Hopetoun Road to number 7                               | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 3,180      | 1.60                | 1.00    | 1.00      |
| Ratho Park Road       | From no 49 to West Croft and Lidgate Shot to Baird Road | 2           | Pentland Hills         | U Urban        | Surface Treatment | Amber 2         | 1,219      | 1.60                | 1.00    | 1.00      |
| Cumlodden Avenue      | Campbell Avenue To Ravelston Dykes                      | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,785      | 1.00                | 1.00    | 1.00      |
| Littlejohn Road       | Morham Perk to Morham Gardens                           | 9           | Fountainbridge/C'hart  | U Urban        | Surface Treatment | Amber 2         | 4,591      | 1.30                | 1.00    | 1.00      |
| Long Crook            | Echline Avenue To o/s No.94 Long Crook                  | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 4,152      | 1.30                | 1.00    | 1.00      |
| Long Crook            | O/s No.43 Long Crook To No.55 Long Crook                | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 335        | 1.00                | 1.00    | 1.00      |
| Dean Park Street      | Bedford Court To Dean Park Mews                         | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 837        | 1.00                | 1.00    | 1.00      |
| Belford Road          | Sunbury Mews To Douglas Gardens Mews                    | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 837        | 1.00                | 1.00    | 1.00      |
| Braid Crescent        | Comiston Drive To Braid Road                            | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 1,945      | 1.00                | 1.00    | 1.00      |
| Hillview Cottages     | Lumsden Court To Dalmahoy Road                          | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,363      | 1.00                | 1.00    | 1.00      |
| Rosebery Avenue       | Arrol Place to no 45                                    | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 2,901      | 1.60                | 1.00    | 1.00      |
| Midmar Drive          | Cluny Drive To Hermitage Drive                          | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 598        | 1.30                | 1.00    | 1.00      |
| Forrester Park Avenue | Forrester Park Gardens to Forrester Park Green          | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,777      | 1.00                | 1.00    | 1.05      |
| Dundas Place          | Almondhill Rd To No.18 Dundas Pl                        | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,235      | 1.00                | 1.00    | 1.00      |
| East Fettes Avenue    | Inverleith Place To Carrington Road                     | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 988        | 1.00                | 1.00    | 1.00      |
| East Kilngate Wynd    | East Kilngate Place to end of cul de sac at no 29       | 16          | Liberton/Gilmerton     | U Urban        | Surface Treatment | Amber 2         | 2,040      | 1.00                | 1.00    | 1.00      |
| Echline View          | Echline Avenue To jnc o/s No.49 Echline View            | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 749        | 1.30                | 1.00    | 1.00      |
| Harvest Drive         | Harvest Road To Queen Anne Drive                        | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,626      | 1.00                | 1.10    | 1.00      |
| Saughton Road SR      | Jnc o/s No.8 Saughton Road To Saughton Mains Loan       | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 430        | 1.60                | 1.00    | 1.00      |



| Street              | Location  | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|---------------------|---|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Balgreen Park       | Balgreen Avenue To Balgreen Gardens   | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 191        | 1.00                | 1.00    | 1.00      |
| Echline Terrace     | Cul de sac at no 3, west and south to no 21   | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 877        | 1.00                | 1.00    | 1.00      |
| Ravelston Dykes     | Craigleith Rise to Cumlodden Avenue; Lennel Avenue to Succoth Park; Garscube Terrace to Crarae Avenue | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 6,910      | 1.30                | 1.10    | 1.00      |
| Gardiner Road       | Jeffrey Avenue To House O hill Terrace  | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,785      | 1.00                | 1.00    | 1.00      |
| Glenogle Road       | Hugh Miller Place to Colville Place   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 3,953      | 1.00                | 1.00    | 1.00      |
| Cramond Road North  | Cul de sac at no 16 to Cramond Glebe Road   | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,642      | 1.30                | 1.00    | 1.00      |
| Cambusnethan Street | Dalziel Place To Marionville Road   | 14          | Craigentenny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 2,511      | 1.00                | 1.00    | 1.00      |
| Gogarloch Syke      | O/s No.74 Gogarloch Syke To Gogarloch Muir  | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 1,594      | 1.00                | 1.00    | 1.00      |
| Gogarloch Syke      | No.8 Gogarloch Syke To No.s 12-14 Gogarloch Syke  | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 940        | 1.00                | 1.00    | 1.00      |
| Camus Road East     | Camus Avenue To Caiystane Crescent  | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 534        | 1.00                | 1.00    | 1.00      |
| South Gyle Road     | Cul de sac at no 241 to cul de sac at no 275  | 3           | Drum Brae/Gyle         | U Urban        | Surface Treatment | Amber 2         | 4,073      | 1.60                | 1.00    | 1.05      |
| Craigentenny Road   | Loganlea Dr To Loganlea Rd & Christiemiller Av to Sydney Terr   | 14          | Craigentenny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 3,284      | 1.30                | 1.00    | 1.00      |
| Craigleith Crescent | Blinkbonny Crescent Lane To Queensferry Road  | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,833      | 1.00                | 1.10    | 1.00      |
| Hillpark Crescent   | Craigcrook Road To Hillpark Court   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 598        | 1.00                | 1.00    | 1.00      |
| Pleasance           | 3 Locations   | 15          | Southside/Newington    | U Urban        | Surface Treatment | Amber 2         | 8,807      | 1.30                | 1.00    | 1.00      |
| Hillside Crescent   | Brunswick Street To Hillside Street   | 12          | Leith Walk             | U Urban        | Surface Treatment | Amber 2         | 1,275      | 1.00                | 1.00    | 1.00      |
| Society Road        | Between No.s16-18 Society Road To Clufflat  | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,379      | 1.30                | 1.00    | 1.05      |
| Society Road        | Walker Drive To Forth Place   | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 917        | 1.00                | 1.00    | 1.05      |
| Hope Street         | Viewforth Road To Carmelite Road  | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 669        | 1.00                | 1.00    | 1.00      |
| House O'hill Road   | Drylaw Crescent To o/s No. 21 House O'hill Road   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,379      | 1.00                | 1.00    | 1.00      |
| House O'hill Road   | House O hill Row To Corbiehill Avenue   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 1,227      | 1.00                | 1.00    | 1.00      |
| Blinkbonny Terrace  | Craigleith Crescent To Ravelston House Park   | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 725        | 1.00                | 1.00    | 1.00      |
| Jeffrey Avenue      | Gardiner Road To Columba Road   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 3,427      | 1.00                | 1.00    | 1.00      |
| Barnton Gardens     | Barnton Park To o/s No.s31-22 Barnton Gardens   | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 1,116      | 1.00                | 1.10    | 1.00      |

| Street               | Location   | Ward Number | Ward                   | Classification | Surfacing Method  | Defect Category | Area (sqm) | Road Type Weighting | Bus use | Cycle use |
|----------------------|--|-------------|------------------------|----------------|-------------------|-----------------|------------|---------------------|---------|-----------|
| Buccleuch Street     | Meadow Lane To Boroughloch Lane                  | 15          | Southside/Newington    | U Urban        | Surface Treatment | Amber 2         | 502        | 1.00                | 1.10    | 1.05      |
| King's Haugh         | Section to ambulance station                     | 17          | Portobello/Craigmillar | U Urban        | Surface Treatment | Amber 2         | 1,108      | 1.00                | 1.00    | 1.00      |
| Kingsburgh Road      | Ormidale Terrace To Murrayfield Gardens          | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,849      | 1.00                | 1.00    | 1.00      |
| Kingsknowe Avenue    | Kingsknowe Terrace To Kingsknowe Road South      | 2           | Pentland Hills         | U Urban        | Surface Treatment | Amber 2         | 1,658      | 1.00                | 1.00    | 1.00      |
| Lampacre Road        | Tyler s Acre Gardens To Carrick Knowe Gardens    | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 1,371      | 1.00                | 1.00    | 1.00      |
| Davidson Road        | Grigor Avenue To Davidson Park                   | 5           | Inverleith             | U Urban        | Surface Treatment | Amber 2         | 757        | 1.00                | 1.00    | 1.00      |
| Roull Road           | Castle Avenue to Roull Grove                     | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 2,048      | 1.30                | 1.00    | 1.00      |
| Baird Drive          | Baird Avenue To Balgreen Road                    | 6           | Corstorphine/Murrayf'd | U Urban        | Surface Treatment | Amber 2         | 837        | 1.00                | 1.00    | 1.05      |
| Coillesdene Crescent | Joppa Terrace To Coillesdene Drive               | 17          | Portobello/Craigmillar | U Urban        | Surface Treatment | Amber 2         | 446        | 1.00                | 1.00    | 1.00      |
| Caledonian Crescent  | Caledonian Road to Orwell Place                  | 7           | Sighthill/Gorgie       | U Urban        | Surface Treatment | Amber 2         | 1,235      | 1.00                | 1.10    | 1.00      |
| Colmestone Gate      | Pentland View To No.6-7 Colmestone Gate          | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 383        | 1.00                | 1.00    | 1.00      |
| Scotstoun Park       | Number 1 to number 29                            | 1           | Almond                 | U Urban        | Surface Treatment | Amber 2         | 4,105      | 1.30                | 1.00    | 1.00      |
| Manor Place          | Chester Street To Rothesay Place                 | 11          | City Centre            | U Urban        | Surface Treatment | Amber 2         | 725        | 1.00                | 1.00    | 1.00      |
| Craiglockhart Bank   | Craiglockhart Loan To end of cul-de-sac          | 9           | Fountainbridge/C'hart  | U Urban        | Surface Treatment | Amber 2         | 741        | 1.00                | 1.00    | 1.00      |
| Craigend Park        | Cul-de-sac                                       | 16          | Liberton/Gilmerton     | U Urban        | Surface Treatment | Amber 2         | 454        | 1.00                | 1.00    | 1.00      |
| Montpelier           | Bruntsfield Avenue To Viewforth                  | 10          | Meadows/Morningside    | U Urban        | Surface Treatment | Amber 2         | 677        | 1.00                | 1.00    | 1.00      |
| Paisley Crescent     | Ulster Drive To Ulster Crescent                  | 14          | Craigenlinny/Dudd'n    | U Urban        | Surface Treatment | Amber 2         | 1,913      | 1.00                | 1.10    | 1.00      |
| Mounthooly Loan      | Frogston Road West to end of cul de sac at no 51 | 8           | Colinton/Fairmilehead  | U Urban        | Surface Treatment | Amber 2         | 4,766      | 1.00                | 1.00    | 1.00      |

## Setted Streets

| Footway Schemes                | Scheme Location | Ward Number | Council Ward | M <sup>2</sup> | Raw Score | Road Type Multiplier | Bus Use Multiplier | Cycle Use Multiplier | Prioritisation Score |
|--------------------------------|-----------------|-------------|--------------|----------------|-----------|----------------------|--------------------|----------------------|----------------------|
| High Street, South Queensferry | Whole Road      | 1           | Almond       | 1819           | 16.50     | 1.8                  | 1.0                | 1.05                 | <b>30.24</b>         |

## Proposed Capital Footway Programme

April 2016 – March 2017

### Main Footways

| Footway Schemes                    | Scheme Location  | Ward Number | Council Ward          | M <sup>2</sup> | Raw Score | Usage Multiplier | Prioritisation Score |
|------------------------------------|--|-------------|-----------------------|----------------|-----------|------------------|----------------------|
| Lady Lawson Street                 | Lauriston Place to NO. 52 Lady Lawson Street   | 11          | City Centre           | 289            | 16.50     | 1.6              | <b>26.40</b>         |
| Polwarth Gardens                   | No. 22 to No. 42 Polwarth Gardens  | 9           | Fountainbridge/C'hart | 201            | 16.50     | 1.6              | <b>26.40</b>         |
| Lauriston Street                   | At No. 23 Lauriston Street   | 11          | City Centre           | 55             | 16.00     | 1.6              | <b>25.60</b>         |
| Thistle Street North East Lane     | Various Locations  | 11          | City Centre           | 117            | 16.00     | 1.6              | <b>25.60</b>         |
| Abbeymount                         | Abbeyhill to Montrose Terrace  | 11          | City Centre           | 375            | 16.00     | 1.6              | <b>25.60</b>         |
| Canning Street                     | Both sides From No. 12 Canning Street to No. 22  | 11          | City Centre           | 601            | 16.00     | 1.6              | <b>25.60</b>         |
| Sunnybank Lwr London Rd            | South Side Various Locations   | 14          | Craigentiny/Dudd'n    | 451            | 16.00     | 1.6              | <b>25.60</b>         |
| Cycle Track - Inverleith Pk        | Inverleith Park at Inverleith Place  | 5           | Inverleith            | 532            | 16.00     | 1.6              | <b>25.60</b>         |
| New Mart Road                      | South Side of road from Chesser Ave Jct to Leisure Centre entrance                               | 9           | Fountainbridge/C'hart | 735            | 16.00     | 1.6              | <b>25.60</b>         |
| Morrison Street                    | Both sides, South side from Morrison Link Jct to No. 271, North Side from No. 250 to No. 254     | 11          | City Centre           | 369            | 15.50     | 1.6              | <b>24.80</b>         |
| Hermitage Place and Vanburgh Place | Vanburgh Place both sides, Hermitage Pl. No14a to No. 7  | 13          | Leith                 | 992            | 15.50     | 1.6              | <b>24.80</b>         |
| Malta Terrace                      | Full Length North Side   | 5           | Inverleith            | 128            | 15.50     | 1.6              | <b>24.80</b>         |
| Ryehill Terrace                    | Both sides Full Length   | 13          | Leith                 | 966            | 15.50     | 1.6              | <b>24.80</b>         |
| Ferry Road                         | South side of Street from Opp No. 6 to Opp Holy Cross Primary School                             | 5           | Inverleith            | 314            | 15.50     | 1.6              | <b>24.80</b>         |
| Newhaven Road Ph4                  | No. 46 Newhaven Road to Broughton Road East Side   | 12          | Leith Walk            | 641            | 15.50     | 1.6              | <b>24.80</b>         |
| Wardlaw Place                      | South side of street from No. 4 to Wardlaw Terrace Jct   | 7           | Sighthill/Gorgie      | 1,002          | 15.50     | 1.6              | <b>24.80</b>         |
| Learmonth Avenue                   | Both sides East side full length, West Side from Comely Bank Road Jct to No. 34 Learmonth Avenue | 5           | Inverleith            | 1,008          | 15.50     | 1.6              | <b>24.80</b>         |
| Fingzies Place                     | Full Length East Side  | 13          | Leith                 | 95             | 15.50     | 1.6              | <b>24.80</b>         |
| Rosevale Place                     | Full Length West Side  | 13          | Leith                 | 75             | 15.50     | 1.6              | <b>24.80</b>         |
| Wellington Place                   | West Side of road from No. 1 to No. 12   | 13          | Leith                 | 251            | 15.50     | 1.6              | <b>24.80</b>         |
| Waverley Pl Carlyle Pl             | Both sides Full Length   | 12          | Leith Walk            | 237            | 15.50     | 1.6              | <b>24.80</b>         |

| Footway Schemes       | Scheme Location   | Ward Number | Council Ward          | M <sup>2</sup> | Raw Score | Usage Multiplier | Prioritisation Score |
|-----------------------|---|-------------|-----------------------|----------------|-----------|------------------|----------------------|
| Regent PI Waverley PI | Both sides Full Length  | 12          | Leith Walk            | 275            | 15.50     | 1.6              | <b>24.80</b>         |
| Dalgety Avenue        | Both sides Full Length  | 14          | Craigenfinny/Dudd'n   | 542            | 15.50     | 1.6              | <b>24.80</b>         |
| Bellevue Road         | West side Green St to No.67, East side Annandale St Jct to No.42  | 12          | Leith Walk            | 461            | 15.50     | 1.6              | <b>24.80</b>         |
| Bellevue Gardens      | Both sides Full Length  | 12          | Leith Walk            | 291            | 15.50     | 1.6              | <b>24.80</b>         |
| Gorgie Road           | Both sides of road, North side from Balgreen Rd Jct to Fords Rd Jct, south side from Hutchison Crossway Jct to Robbs Loan Jct | 9           | Fountainbridge/C'hart | 595            | 15.50     | 1.6              | <b>24.80</b>         |
| Gorgie Road           | Both sides of road, North side from No. Fords Road Jct to No. 498, South side to No. 1 to Opp. Chesser house                  | 9           | Fountainbridge/C'hart | 1,089          | 15.50     | 1.6              | <b>24.80</b>         |
| Main Street, Ratho    | South side of road from Dalmahoy Rd Jct to Hillview Cottages Jct  | 2           | Pentland Hills        | 807            | 15.50     | 1.6              | <b>24.80</b>         |
| Viewforth             | Both sides from Bruntsfield Place Jct to Gilmore Place Jct  | 10          | Meadows/Morningside   | 1,497          | 15.50     | 1.6              | <b>24.80</b>         |
| Warriston Terrace     | Full Length Both Sides  | 5           | Inverleith            | 306            | 15.50     | 1.6              | <b>24.80</b>         |

## Local Footways

| Footway Schemes                | Scheme Location  | Ward Number | Council Ward           | M <sup>2</sup> | Raw Score | Usage Multiplier | Prioritisation Score |
|--------------------------------|--|-------------|------------------------|----------------|-----------|------------------|----------------------|
| Parkgrove Drive                | Both Sides   | 3           | Drum Brae/Gyle         | 949            | 19.50     | 1.2              | <b>23.40</b>         |
| Parker Avenue                  | Both Sides   | 14          | Craigentiny/Dudd'n     | 718            | 19.00     | 1.2              | <b>22.80</b>         |
| A71                            | Addiston Mains to Wester Row   | 2           | Pentland Hills         | 3,714          | 19.00     | 1.2              | <b>22.80</b>         |
| Clermiston Crescent            | Clermiston Park to Clermiston Drive                                    | 3           | Drum Brae/Gyle         | 457            | 18.50     | 1.2              | <b>22.20</b>         |
| Ross Gardens                   | Langton Road to Savile Place   | 15          | Southside/Newington    | 855            | 18.00     | 1.2              | <b>21.60</b>         |
| Crewe Road North               | 173 Crewe Road North to 256 Crewe Road North                           | 4           | Forth                  | 1,101          | 18.00     | 1.2              | <b>21.60</b>         |
| Boswall Terrace                | Boswall Quadrant to Boswall Place                                      | 4           | Forth                  | 867            | 18.00     | 1.2              | <b>21.60</b>         |
| Lussielaw Road                 | Mayfield Road to Langton Road  | 15          | Southside/Newington    | 1,100          | 18.00     | 1.2              | <b>21.60</b>         |
| Camus Road East                | Camus Avenue to Caiystane Crescent                                     | 8           | Colinton/Fairmilehead  | 850            | 18.00     | 1.2              | <b>21.60</b>         |
| Kekewich Avenue                | Craigentiny Road to Portobello Road                                    | 14          | Craigentiny/Dudd'n     | 1,722          | 18.00     | 1.2              | <b>21.60</b>         |
| Vandeleur Avenue               | Cul-de-sac between 20-38   | 14          | Craigentiny/Dudd'n     | 134            | 18.00     | 1.2              | <b>21.60</b>         |
| Langton Road                   | MacDowall Road to West Mains Road                                      | 15          | Southside/Newington    | 1,363          | 18.00     | 1.2              | <b>21.60</b>         |
| Crewe Crescent                 | Boswall Parkway to Crewe Grove   | 4           | Forth                  | 644            | 18.00     | 1.2              | <b>21.60</b>         |
| Parkgrove Crescent             | Parkgrove Road to Clermiston Drive                                     | 3           | Drum Brae/Gyle         | 1,011          | 18.00     | 1.2              | <b>21.60</b>         |
| Provost Milne Grove            | Various Locations  | 1           | Almond                 | 3026           | 18.00     | 1.2              | <b>21.60</b>         |
| Bavelaw Road                   | Bridge Road to No. 43 Bavelaw Road                                     | 2           | Pentland Hills         | 1,543          | 18.00     | 1.2              | <b>21.60</b>         |
| Wilkieston Road                | Craigpark Avenue to Wilkieston Road Church                             | 2           | Pentland Hills         | 108            | 18.00     | 1.2              | <b>21.60</b>         |
| Hutchison Place                | Whole Length Both Sides  | 9           | Fountainbridge/C'hart  | 1,202          | 18.00     | 1.2              | <b>21.60</b>         |
| Craigeith Avenue South         | Whole Length South Side  | 6           | Corstorphine/Murrayf'd | 586            | 18.00     | 1.2              | <b>21.60</b>         |
| Oxgangs Hill                   | Oxgangs Green to Oxgangs Loan South Side                               | 8           | Colinton/Fairmilehead  | 273            | 18.00     | 1.2              | <b>21.60</b>         |
| Corslet Crescent               | Thomson Crescent to Thomson Road                                       | 2           | Pentland Hills         | 990            | 18.00     | 1.2              | <b>21.60</b>         |
| Lanark Rd West (west)- footway | From 2a Lanark Road West to 137 Lanark Road West                       | 2           | Pentland Hills         | 742            | 18.00     | 1.2              | <b>21.60</b>         |
| Tylers Acre Avenue             | Whole Length Both Sides  | 6           | Corstorphine/Murrayf'd | 914            | 18.00     | 1.2              | <b>21.60</b>         |
| Boswall Grove                  | Whole of Boswall Grove   | 4           | Forth                  | 105            | 18.00     | 1.2              | <b>21.60</b>         |
| Crewe Road West                | Connecting footway No. 123 to No. 157                                  | 4           | Forth                  | 696            | 18.00     | 1.2              | <b>21.60</b>         |
| Priestfield Crescent           | Whole Lenth Both Sides   | 15          | Southside/Newington    | 1,083          | 17.50     | 1.2              | <b>21.00</b>         |
| Pilton Park Ph2                | Whole length West side, Boswall Parkway to Pilton Gardens<br>East side | 4           | Forth                  | 525            | 17.50     | 1.2              | <b>21.00</b>         |

| Footway Schemes            | Scheme Location  | Ward Number | Council Ward           | M <sup>2</sup> | Raw Score | Usage Multiplier | Prioritisation Score |
|----------------------------|--|-------------|------------------------|----------------|-----------|------------------|----------------------|
| Russell Place              | East Side Spencer Place to Lennox Row                                  | 4           | Forth                  | 384            | 17.50     | 1.2              | 21.00                |
| Zetland PI/Spencer PI Ph1  | Various Locations  | 4           | Forth                  | 1,004          | 17.50     | 1.2              | 21.00                |
| Dalkeith Street            | Full Length Both Sides   | 17          | Portobello/Craigmillar | 800            | 17.50     | 1.2              | 21.00                |
| Oswald Road                | Oswald Court to No. 36 Oswald Road                                     | 15          | Southside/Newington    | 523            | 17.50     | 1.2              | 21.00                |
| Riversdale Crescent        | Riversdale Road to No. 14 Riversdale Crescent                          | 6           | Corstorphine/Murrayf'd | 610            | 17.50     | 1.2              | 21.00                |
| Braid Hills Crescent       | Full Length of Braid Hills Crescent including down to Braid Hills Road | 10          | Meadows/Morningside    | 410            | 17.50     | 1.2              | 21.00                |
| Longstone Street           | From No. 75 Longstone Road to Kingsknowe Road North                    | 7           | Sighthill/Gorgie       | 1,125          | 17.50     | 1.2              | 21.00                |
| Longstone Avenue           | Full Length Both Sides   | 7           | Sighthill/Gorgie       | 369            | 17.50     | 1.2              | 21.00                |
| Baird Drive                | Full Length Both Sides   | 6           | Corstorphine/Murrayf'd | 2,177          | 17.50     | 1.2              | 21.00                |
| Priestfield Road           | Priestfield Road North to Prestonfield Avenue                          | 15          | Southside/Newington    | 3,563          | 17.50     | 1.2              | 21.00                |
| Baird Grove                | Full Length Both Sides   | 6           | Corstorphine/Murrayf'd | 768            | 17.50     | 1.2              | 21.00                |
| Ryehill Gardens            | Full Length West Side  | 13          | Leith                  | 196            | 17.50     | 1.2              | 21.00                |
| Christian Crescent         | Full Length Both Sides   | 17          | Portobello/Craigmillar | 1,826          | 17.50     | 1.2              | 21.00                |
| East Hermiston/Calder Road | North Side Gogar Station Road East for 400 metres                      | 2           | Pentland Hills         | 1,012          | 17.50     | 1.2              | 21.00                |
| Wester Drylaw Drive Ph5    | From No. 77 to No. 153 Wester Drylaw Drive                             | 5           | Inverleith             | 1,075          | 17.50     | 1.2              | 21.00                |
| Oxgangs Farm Avenue        | Full Length Both Sides   | 8           | Colinton/Fairmilehead  | 1,537          | 17.50     | 1.2              | 21.00                |
| Nether Currie Crescent     | Full Length Both Sides   | 2           | Pentland Hills         | 1,643          | 17.50     | 1.2              | 21.00                |
| Braid Farm Road            | Full Length Both Sides   | 10          | Meadows/Morningside    | 391            | 17.50     | 1.2              | 21.00                |
| Lower Gilmore Place        | Full Length Both Sides   | 9           | Fountainbridge/C'hart  | 578            | 17.50     | 1.2              | 21.00                |
| Oxgangs Road               | Fairmile Avenue to Comiston Road North Side                            | 8           | Colinton/Fairmilehead  | 283            | 17.50     | 1.2              | 21.00                |
| Lochend Road               | F/way - From junction at Hallyards Road north to bridge at Canal       | 1           | Almond                 | 677            | 17.00     | 1.2              | 20.40                |
| Craigmount View            | Drum Brae South to No. 43 Craigmount View                              | 3           | Drum Brae/Gyle         | 842            | 17.00     | 1.2              | 20.40                |
| Royal Terrace Ph1          | From Greenside Church to Carlton Terrace Lane                          | 11          | City Centre            | 460            | 17.00     | 1.2              | 20.40                |
| MacDowell Road             | Full Length Both Sides   | 15          | Southside/Newington    | 631            | 17.00     | 1.2              | 20.40                |
| Pilton Place               | Full Length Both Sides   | 4           | Forth                  | 885            | 17.00     | 1.2              | 20.40                |
| Ellen's Glen Road Ph2      | Gilmerton Road to No. 24 Ellen's Glen Road East Side                   | 16          | Liberton/Gilmerton     | 536            | 17.00     | 1.2              | 20.40                |
| Crewe Place & Loan         | Crewe Loan both sides and Crewe Place West Side 4 to 40                | 4           | Forth                  | 428            | 17.00     | 1.2              | 20.40                |
| Hamilton Drive             | Full Length South Side   | 14          | Craigentiny/Dudd'n     | 790            | 17.00     | 1.2              | 20.40                |
| Crewe Road North           | Various Locations  | 4           | Forth                  | 922            | 17.00     | 1.2              | 20.40                |

| <b>Footway Schemes</b> | <b>Scheme Location</b>                     | <b>Ward Number</b> | <b>Council Ward</b> | <b>M<sup>2</sup></b> | <b>Raw Score</b> | <b>Usage Multiplier</b> | <b>Prioritisation Score</b> |
|------------------------|--|--------------------|---------------------|----------------------|------------------|-------------------------|-----------------------------|
| Northfield Avenue      | Full Length North Side                     | 14                 | Craigentenny/Dudd'n | 818                  | 17.00            | 1.2                     | <b>20.40</b>                |
| Stanley Road           | Craighall Road to Newhaven Road North Side | 4                  | Forth               | 502                  | 17.00            | 1.2                     | <b>20.40</b>                |
| Pilton Drive Ph1       | Full Length West Side                      | 4                  | Forth               | 1,520                | 17.00            | 1.2                     | <b>20.40</b>                |

## Proposed Capital Street Lighting Programme

April 2016 – March 2017

| Area        | Location   | Comments  |
|-------------|--|---|
| City Wide   | Various ancillary works  | Revenue Column/Lantern replacements transferred to Capital  |
| West        | South Queensferry - replacement of 5th core cable              | Commitment to local Councillor due to Scottish Power faults |
| City Centre | Charlotte Square lanterns and railing supports, phased renewal | General improvement scheme linked to Health & Safety        |
| City Centre | Royal Mile Closes  | General improvement scheme linked to obsolete equipment.    |
| City Wide   | Wall bracket pull test   | Inspection scheme linked to Health & Safety                 |
| City Centre | P109 Conservation lanterns, phased renewal                     | General improvement scheme linked to obsolete equipment.    |
| City Wide   | Parks Lighting, various upgrades                               | General improvement scheme linked to obsolete equipment.    |
| City Centre | City Centre Lanes  | General improvement scheme linked to obsolete equipment.    |
| City Wide   | Illuminated traffic islands                                    | General improvement scheme linked to obsolete equipment.    |
| City Wide   | Replacement of Test Failed Columns                             | Test failed columns.  |



**Proposed Bridges Budget Allocation & Programme**

**April 2016 – March 2017**

**2016/17 Capital Budget - £1.15M**

| <b>Structure Name</b>                   | <b>Work Required</b>   | <b>Estimated Cost</b> |
|---|--|-----------------------|
| Cramond New Bridge                      | Painting of steel supporting structure.<br>Concrete repairs to substructure. | £200,000              |
| Malleny Footbridge                      | Replacement of footbridge  | £ 55,000              |
| Ford's Bridge                           | Refurbish deck structure comprising steel<br>repairs and painting            | £70,000               |
| St Mark's Bridge<br>Bearing Replacement | Bearing replacement and structural repairs<br>to bridge deck.                | £150,000              |
| Wester Coates<br>Walkway                | Replacement structure.   | £55,000               |
| North Bridge                            | Staff costs and investigatory works for<br>refurbishment of structure.       | £600,000              |
| Bells Mill Footbridge                   | Refurbishment of steelwork structure.  | £20,000               |
|   | <b>TOTAL</b>   | <b>£1,150,000</b>     |

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Active Travel Action Plan Review 2016

|                   |     |
|-------------------|-----|
| Item number       | 7.7 |
| Report number     |     |
| Executive/routine |     |
| Wards             | All |

### Executive summary

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The Active Travel Action Plan (ATAP) was approved in September 2010. The approval included a commitment to regularly review progress. The first review was completed in 2013 and this report represents the second appraisal. This report summarises the progress made in relation to targets and actions, reports the findings of a consultation to determine priority actions and recommends a revised list of actions and timescales.

### Links

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|                          |  |
|--------------------------|--|
| Coalition pledges        | <a href="#">P43</a> and <a href="#">P50</a>  |
| Council outcomes         | <a href="#">CO5</a> , <a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO9</a> , <a href="#">CO18</a> , <a href="#">CO19</a> and <a href="#">CO22</a> |
| Single Outcome Agreement | <a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> and <a href="#">SO4</a>  |

## Active Travel Action Plan Review 2016

### Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 notes the progress to date on outstanding actions;
  - 1.1.2 notes the results of the consultation on prioritising actions in Appendix 1;
  - 1.1.3 approves the revised Active Travel Action Plan (ATAP) document including the revised action list and timescales in Appendix 2 and the revised proposed QuietRoutes map in Appendix 3; and
  - 1.1.4 discharges the motion by Councillor Keith Robson at the June 2015 Transport and Environment Committee to consider the costs of a cycle and walking route from the Pentlands to Portobello.

### Background

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- 2.1 At its meeting of 21 September 2010 (Item 11), the then Transport, Infrastructure and Environment Committee approved the ATAP and that it be reviewed every two years to:
  - measure progress on the actions; and
  - ensure the ATAP reflects current Government and Council policies, as well as the current economic conditions.
- 2.2 This report is the second review of the plan. The first review was approved in 2013.

### Main report

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#### Progress and Key Achievements

- 3.1 Since the approval of the ATAP, the Council has increased the proportion of its transport budgets spent on cycling by 1% per annum. In 2015/16, this budget commitment is now 8%.

- 3.2 Monitoring suggests that, since 2010/11, both cycle use and walking in Edinburgh have risen. The table below indicates the 2010/11 base line, the current mode share estimate and the target for 2020 when the ATAP currently runs until.
- 3.3 A current estimate for all walking trips in Edinburgh is not available at present. A number of pedestrian counters are being procured to enable more accurate estimates to be made.

**Table 1: Walking and Cycling Journey Mode Shares**

| Journey Type<br>(by Edinburgh residents) | 2010/11<br>Estimate | 2014<br>Estimate           | 2020<br>Target |
|--|---------------------|----------------------------|----------------|
| Cycle to work                            | 4.8%                | 7.3% <sup>a</sup>          | 15%            |
| All cycle trips                          | 2%                  | 3-4% <sup>b</sup>          | 10%            |
| Walk to work                             | 18.2%               | 18.9% <sup>a</sup>         | 21%            |
| All walking trips                        | 35%                 | Not available <sup>c</sup> | 36%            |

a 2011 Census figure factored by automatic cycle counts 0730 to 0930 (cyclists) and city centre morning peak counts (pedestrians).

b Scottish Household Survey. Central estimate is 4%. 3% to 4% is a conservative estimate.

c Counters being installed to enable reliable estimates to be developed.

- 3.4 Key actions implemented in the period since the last ATAP review in September 2013 include:

**Joint Actions**

- Consultation on the citywide roll out of 20mph speed limits in residential and shopping streets, the implementation of which will commence in February 2016.
- Parts A and B of Edinburgh’s new Street Design Guidance were approved by the Transport and Environment Committee on 25 August 2015 and by the Planning Committee on 3 October 2015. Work on part C, the detailed technical guidance, is underway and these will be issued over the coming year with an interactive website also being launched in 2016.
- Completion of 35 School Travel Plans – each setting out a path to increasing sustainable and active travel at the school concerned.
- Implementation of six pilot 'School Streets', amongst the first in the UK, in September and October 2015. A further four are scheduled for implementation in March 2016.

- Commencement of a range of marketing activities. These include [active travel planning with major public and private sector employers](#), the roll-out of a multi-platform advertising campaign of On Foot by Bike, supported by the Scottish Government's Smarter Choices, Smarter Places funding.
- Through the workplace travel planning programme, it is expected that information about cycling and walking will be provided to around 15,000 employees. The programme includes road shows, a personalised travel planning service and assistance to businesses to develop their own travel plans.
- The Council will also be using this opportunity to review its own travel plan. A questionnaire will be distributed to Council employees shortly to collect baseline travel data and a road show will promote the benefits of walking and cycling to work.

### **Walking**

- Investment of around £3million in footway maintenance.
- Implementation of the George Street trial pedestrian priority project – 74% of street users felt the project improved the street.
- Installation of new signalled crossings, zebra crossings and refuge islands
- Introduction of 270 dropped crossings in the East Neighbourhood Area in a project aimed at improving access to shops and services for pedestrians, especially for those with mobility impairments.

### **Cycling**

- Several route improvements/new routes have been implemented:
  - National Cycle Network (NCN) route 1 from Haymarket to Queensferry via the A90 improvements (52% increase in cycle use 2011-14).
  - Leith to Portobello – improvements in Leith Links (21% increase in use 2013-14).
  - New NCN route 75 link from the Meadows to the Innocent Railway path, included protected on-road cycleways and a major upgrade of North Meadow Walk (44% increase in cycle use 2011-14)..
  - New off-road cycleway from Gilmerton across the city bypass to Loanhead.
- Launching, following market research, of a name for the developing network of routes aimed at people who are not confident cycling in busy traffic. These are being marketed as 'QuietRoutes'.

- Signing of several QuietRoutes, including 6 (Meadows to Kings Buildings), 8 (Roseburn to Edinburgh Park), 9 (Roseburn to Gyle), 10 (Leith to Portobello) and 20 (Lochend to Craighleith).
  - Installation of six pilot residential bike parking stores.
  - Bikeability training for 2,467 annually, up from 2,073 to 2,467 with the percentage of schools delivering training has increasing from 61% to 70%.
  - Completion of the first stage of the Bike Life project.
- 3.5 The Council could not have made the progress listed above without support from its Active Travel Action Plan partners. Sustrans have 1.6 FTE staff embedded in the Council's Active Travel team, whilst Paths for All part funded a Walking Officer post for two years. The Sustrans/Scottish Government Community Links programme funding provides match funding for almost the entire cycle capital programme, enabling the Council to effectively double its investment. In addition £3.6M of Scottish Government funding has been made available to support cycling and walking improvements as part of the Leith Programme, whilst the 'BikeLife' monitoring project has been led by Sustrans. The Council is also working with NHS Lothian, Essential Edinburgh, all three of the city's universities, Edinburgh College and a number of other partners to deliver various of the Plan's actions.

### **Review of the plan's actions**

- 3.6 The plan's action programme has been reviewed in consultation with the Council's Active Travel Forum, with a particular focus on prioritising actions for the next two years. The covering document has also been reviewed and updated. Further details of the consultation process are included in Appendix One.
- 3.7 Key changes to individual actions include:
- A revision to joint action 5 commits to maximising the opportunities available within the Planning process to encourage walking and cycling. The Council has cycle parking standards that are routinely applied to the Planning conditions of new developments. A number of Active Travel interventions are identified in the Local Development Plan Action Programme. Application of the new Street Design Guidance has a role to play, in delivering new streets that encourage travel on foot and by bike. The effectiveness of these and other measures will be reviewed.
  - This will include increasing the criteria that can be applied to new developments and better monitoring of their implementation. This approach can be an effective way to improve conditions for active travel modes and the Council seeks to make further progress on these issues over the next two years.

- The addition of a proposal to consider the extension of the ATAP beyond 2020 at the time of the next review (joint action J14).
  - Amendment of action W1, from a general commitment to develop priorities for pedestrian improvements, to a draft list of specific possible streets for walking corridor or area improvements (W1).
  - A commitment to develop a database of the presence and suitability of dropped kerbs and raised pedestrian crossings with a view to helping prioritise improvements (W3).
  - A commitment to include street improvement assessments and community consultation as part of design process for footway renewal projects (W11).
  - Revision of the list of high priority cycle improvement projects. This focuses on a small number of key links that fill critical gaps in the QuietRoutes network. When implemented, the combination of these links will significantly increase the scope to travel by bike in Edinburgh without needing to share the road with busy traffic and should make a major contribution towards meeting the Council's targets to increase the level of cycling in the city.
  - A commitment to include street improvement assessments for roads being resurfaced under the capital renewal programme to identify cycle improvements (C15).
- 3.8 Appendix 2 includes the revised ATAP document and the amended actions list.
- 3.9 Work has been ongoing to specify and cost the QuietRoutes network in outline. As part of this work several additional potential routes have been identified and added to the proposed network map. The map is included as Appendix 3 and highlights the proposed additional routes.
- 3.10 At the June 2015 Transport and Environment Committee, Councillor Keith Robson asked that work be undertaken to consider the costs of a cycle and walking route from the Pentlands to Portobello. This is being undertaken as part of the costing work mentioned in 3.9. A meeting with the Friends of Burdiehouse Burn Park, who are leading efforts to develop the route, has been arranged to discuss potential options for future work.

## Measures of success

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- 4.1 The Active Travel Action Plan sets out several targets and indicators covering matters, including the share of travel by foot and cycle (see table 1), casualty rates for pedestrians and cyclists and levels of satisfaction with conditions for walking and cycling.

- 4.2 Progress will be monitored using these indicators. In addition, progress in delivering the programmed actions will be kept under review through the Active Travel Action Plan Steering Group and the Active Travel Forum.

## Financial impact

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- 5.1 The changes to the Active Travel Action Plan outlined in this report do not have direct financial impacts. Ability to implement a number of the actions, and the timing of implementation, will be dependent on the scale of both Council and external funding made available.
- 5.2 The Council is committed to spending 8% of its 2015/16 Transport budget on cycling. A report presented to the March 2015 meeting of this Committee covered this issue in detail. The Council's cycle capital spend has been very successful in attracting external match funding, in recent years the average effect has been to approximately double the overall spend on cycle infrastructure in the city.
- 5.3 The Council's footway renewals budget is £2.48M in 2015/16. Over the next two years there will be an increased focus on making improvements in pedestrian conditions at the same time as renewals projects are undertaken.
- 5.4 In April 2014, the Council was allocated £496,371 of additional revenue funding for Smarter Choices Smarter Places (SCSP) activities during 2015/16 to develop new initiatives to promote walking and cycling. This programme of work is underway and the external funding is matched with Council spending in similar areas.

## Risk, policy, compliance and governance impact

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- 6.1 As outlined above there are financial risks involved with delivering some of the priority actions. The development of the Quiet Routes network will likely rely, to a significant extent, on sources of outside funding. This not only relies on funding being available but also the Council's application being successful.
- 6.2 Should staff resources be reduced there is a risk that some of the priority actions will not be able to be delivered over the next two years.
- 6.3 The ATAP approach supports a number of Council policies, such as the:
- Transport 2030 Vision; and
  - Local Transport Strategy 2014-19.
- 6.4 There are no negative policy, compliance or governance impacts identified as a result of this report.



## Equalities impact

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) was developed alongside the ATAP review.
- 7.2 It was found that there are several positive impacts on equalities and rights as a result of the ATAP review and no adverse impacts were found.
- 7.3 To summarise, the assessment found that the ATAP has a positive impact on eliminating unlawful discrimination, harassment and victimisation as it was developed with the assistance of disabled people, the Active Travel Forum and community partners.
- 7.4 The ATAP has a positive impact on advancing equality of opportunity as it takes into account the views of people with disabilities and aims to remove the barriers that can exclude them from public life.
- 7.5 The consultation has fostered good relationships with the community and discussions have promoted a better understanding of the needs of disadvantaged people.
- 7.6 The Rights Impact Assessment revealed that there are enhancements to the rights to: Life; Health; Education and Learning; and Participation, Influence and Voice as a result of the revised ATAP.

## Sustainability impact

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- 8.2 The proposals in this report will help to reduce carbon emissions by making it easier for people to travel on foot, by bike or on public transport and aims to reduce the number of journeys made by private vehicles in the city.
- 8.3 The proposals in this report will increase the city's resilience to climate change because more people will be able to walk, cycle and use public transport for their everyday journeys.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because:
  - Promotion of active travel will also help to tackle public health problems, such as obesity. Social justice is strengthened as consultation with the Active Travel Forum helped to determine the priority actions for the next two years;
  - Improving places and making it easier for people to move around on foot is likely to attract more people to the city centre to access shops and amenities; and

- No negative impacts are expected on the environmental good stewardship of the city.

## Consultation and engagement

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- 9.1 The review of the ATAP included the involvement of a wide range of partners, stakeholders, equalities groups and members of the public.
- 9.2 This included consultation with the Active Travel Forum to identify their key priorities for the coming years. Engagement included two sub-group meetings to discuss actions and priorities in detail.

## Background reading/external references

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Transport 2030 Vision.

Local Transport Strategy 2014-19.

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P43</b> - Invest in healthy living and fitness advice for those most in need.<br><b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020.  |
| <b>Council outcomes</b>         | <b>CO5</b> – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.<br><b>CO7</b> – Edinburgh draws new investment in development and regeneration.<br><b>CO8</b> – Edinburgh’s economy creates and sustains job opportunities.<br><b>CO9</b> – Edinburgh residents are able to access job opportunities.<br><b>CO18</b> – Green - We reduce the local environmental impact of our consumption and production.<br><b>CO19</b> – 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.<br><b>CO22</b> – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. |
| <b>Single Outcome Agreement</b> | <b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.<br><b>SO2</b> - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.<br><b>SO3</b> – Edinburgh’s children and young people enjoy their childhood and fulfil their potential.<br><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.  |
| <b>Appendices</b>               | Appendix One: Consultation Report<br>Appendix Two: Revised Action Plan document and Action List<br>Appendix Three: Revised proposed QuietRoutes network map  |

# Appendix One: Consultation Report

1. To ensure the Council makes the best use of its resources and to identify tasks for the next two years, stakeholders were asked to identify their priority actions.
2. A special meeting of the Active Travel Forum, held on 18 June 2015, allowed our partners and members of the public to have their say on which actions the Council should prioritise. This involved voting for their favoured actions followed by group discussions.
3. The priority areas identified by the Active Travel Forum include:
  - **Joint actions** – audit schemes for pedestrian and cycle improvements; develop active travel corridors; enforcement of planning conditions for walking, cycling and public transport roles; better promotional activities and tackle footway parking.
  - **Walking** – removal of street clutter including guard rail; improve conditions for people crossing the road; enhance access to bus stops and a general demand for more budget and walking actions.
  - **Cycle infrastructure** – complete the Quiet Routes network, upgrade cycle facilities on main roads; improve access points to cycle paths and increase cycle parking.
  - **Cycle non-infrastructure** – more cycle training for school pupils; better promotion of cycling in the city and investigate a bike sharing scheme.
4. Following the Forum, the results were considered and a draft action list produced with new wording and priority levels.
5. The action list was reviewed further at two sub-group meetings on 6 and 17 August 2015. This iterative process helped to reduce duplication, better define actions and establish priorities. It was also agreed that the front section of the ATAP document required to be updated.
6. The action list has been discussed at 4 August and 12 October 2015 Steering Group meetings where additional comments have been made.
7. The finalised action list is included as Appendix 2 to this report and is recommended for approval by Committee.

# Active Travel Action Plan

## 2016 Refresh



**For consideration by City of Edinburgh Council Transport and Environment Committee 12/01/2016**

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# Foreword to 2016 Plan

In September 2010, the City of Edinburgh Council approved the first edition of this Active Travel Action Plan (ATAP). The plan was a ground-breaking document setting out a practical set of actions aimed at increasing the levels of walking and cycling in Edinburgh.

Over the last five years we have made a lot of progress. We estimate that cycling has risen by around 50% and that walking has increased slightly from already high levels. We are investing at record levels; the Council's budgetary commitment to cycling is seen as an exemplar across the UK.

Edinburgh is very well suited to active travel. It is compact and for many residents, work, shop and play are all within easy walking or cycling distance. Over 70,000 people live within a 20 minute walk of Princes Street. In most of suburban Edinburgh, between a third and a half of all journeys to work are 1 to 3 miles long; that's a 5 to 20 minute bike ride.

Walking and cycling meet so many objectives that they deserve to be strongly promoted. They have minimal environmental impact, they are good for health, they are affordable and sociable, and investment in them brings significant economic returns. **The ATAP sets out to deliver all of these benefits by enabling more people in Edinburgh to cycle and walk, more safely and more often.**

Edinburgh's residents already walk over one third of all their journeys. We want to further increase this impressive figure.

Edinburgh has promoted cycling since the mid 1980s. The percentage of residents cycling to work has risen from 1.9% in 1991, 4.9% in 2011, with the Council's 2015 estimate being 7.3%. The ATAP seeks to grow the percentage further to 15% by 2020, with a 10% by bike target for all trips. This is very ambitious but we believe it is achievable.

Achieving our ambitions requires real changes and investment. For

example, the 20mph speed limit about to be rolled out will improve travelling conditions across the city for both walking and cycling. The developing 'QuietRoutes' network seeks to make travel by bike attractive to many more people by joining to a wider range of destinations via routes where users won't encounter busy or fast traffic. In parallel, the 'Cycle Friendly City' programme aim to make the whole road network as safe and attractive as possible for cycling. As we move forward there is scope to better integrate both walking and cycling with public transport.

We believe that implementing this plan is making a real, positive difference to Edinburgh. Why? Because more walking and cycling reduces pollution, cuts congestion and improves health and fitness. Because the kind of things we need to do to encourage more people to cycle and walk, will help make Edinburgh a better place to live; streets that are easier and friendlier places to walk and cycle are more civilised and safer for everyone. As we make progress, more and more people have a real choice to use these cheap, convenient, sociable and enjoyable ways of getting around our great city.

The ATAP was developed and is being delivered in partnership with Sustrans, Paths for All, NHS Lothian, Transport Scotland's, Spokes, Living Streets Scotland, and many others, including Edinburgh's universities and colleges, as well as Essential Edinburgh. We look forward to continuing to work with these and other partners to deliver the ATAP.



Councillor Lesley Hinds; Convenor of Transport and Environment Committee



# Progress since 2010

Progress with implementing the ATAP since 2010 is summarised below.

## Joint Actions

- Implementation of a 20mph speed limit pilot over a wide area in South Central Edinburgh followed by consultation on a citywide roll out in residential and shopping streets, the implementation of which will commence in Spring 2016.
- Introduction of winter maintenance to the off-road path network.
- Parts A and B of Edinburgh's new Street Design Guidance were approved by the Transport and Environment Committee on 25 August 2015 and by the Planning Committee on 3 October 2015.
- Completion of 35 School Travel Plans – each setting out a path to increasing sustainable and active travel at the school concerned.
- Implementation of six pilot 'School Streets', amongst the first in the UK, in September and October 2015. A further four are scheduled for implementation in March 2016.
- Commencement of a range of marketing activities. These include active travel planning with major public and private sector employers, the roll-out of a multi-platform advertising campaign of On Foot by Bike, supported by the Scottish Government's Smarter Choices, Smarter Places funding.
- QuietRoutes investments in an off-road route from Leith to Portobello, surfacing and lighting the Restalrig rail path from Lochend to Seafield and improvements in the city centre to Bruntsfield route at Argyle Place and South Meadow Walk, have all significantly improved conditions for both pedestrians and cyclists.

## Walking

- Changing prioritisation of footway maintenance to give greater emphasis to Edinburgh's busiest footways.
- Introducing a method to guide the future removal of guardrail in the city.
- Upgrading of pedestrian crossings in conjunction with the Council's road safety and traffic signals maintenance programmes.
- Implementation of the George Street trial pedestrian priority project – 74% of street users felt the project improved the street.
- Installation of new signalled crossings, zebra crossings and refuge islands
- Introduction of 270 dropped crossings in the East Neighbourhood Area in a project aimed at improving access to shops and services for pedestrians, especially for those with mobility impairments.

## Cycling

- Launching, following market research, of the 'QuietRoutes' name, for the developing network of routes aimed at people who are not confident cycling in busy traffic.
- In addition to the projects mentioned under 'cycling and walking', the following route improvements have been implemented:
  - National Cycle Network (NCN) route 1 from Haymarket to Queensferry via the A90 improvements (52% increase in cycle use 2011-14).
  - Leith to Portobello – improvements in Leith Links (21% increase in use 2013-14).
  - New NCN route 75 link from the Meadows to the Innocent Railway path, included protected on-road cycleways and a major upgrade of North Meadow Walk (44% increase in cycle use 2011-14).
  - Also on NCN route 75 (and 754), improvements to the Union Canal Towpath (surfacing and LED lighting) and reconstruction of the junction of Fountainbridge and Gardner's Crescent at the end of the canal
  - New off-road cycleway from Gilmerton across the city bypass to Loanhead.
  - Route from Craigeith on the North Edinburgh cycle network to the Botanic Gardens has been upgraded.
  - On-road cycle improvements between George IV Bridge and King's Buildings.
- Signing of several QuietRoutes, including 6 (Meadows to Kings Buildings), 8 (Roseburn to Edinburgh Park), 9 (Roseburn to Gyle), 10 (Leith to Portobello) and 20 (Lochend to Craigeith).
- Installation of six pilot residential bike parking stores.
- Bikeability training for 70% of Primary 6/7 Children, up from 31% in 2009/10.
- Completion of the first stage of the 'Bike Life' project, involving presentation of a wide range of information on cycling in Edinburgh, from bike ownership to the attitudes of Edinburgh citizens towards investment in cycling.

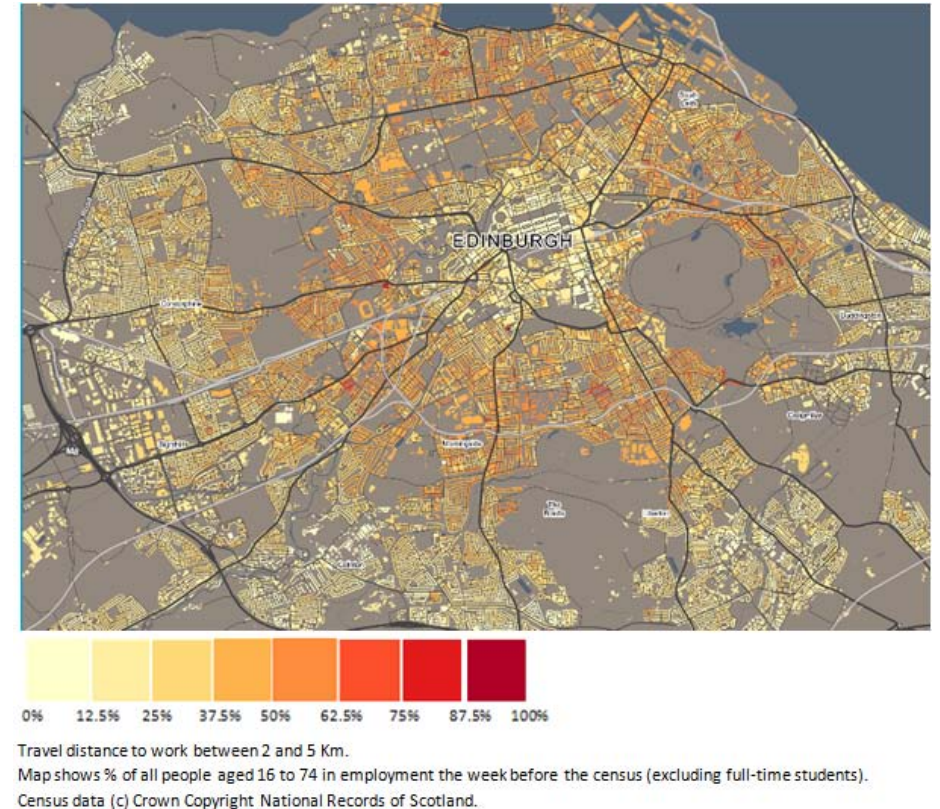
# Introduction

Active travel is at the heart of the Council's Transport 2030 Vision and its Local Transport Strategy 2014-19 (LTS), as well as the Road Safety Plan for Edinburgh to 2020. It can make a big contribution to many Single Outcome Agreement (SOA) objectives including on health, environment and economic development. Active Travel will also directly contribute to the targets set out in the Cycling Action Plan for Scotland and the National Walking Strategy.

Transport 2030 overall vision

'By 2030, to make Edinburgh's transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe.'

Active travel has huge potential for in Edinburgh. Perhaps the most striking evidence of this is the high proportion of trips that are less than 5km (3 miles) long. Around three quarters of all journeys in the city are in this distance bracket, a distance ideal for walking and cycling. Furthermore, all public transport trips involve an active travel component.



Data for the past 25 years reveals that travel by Edinburgh residents has been getting more active, at least for the journey to work.

Cycling to work in particular has shown a strong increase. For other purposes, travelling actively seems to have been roughly stable. However, it is encouraging that school children are more active than their parents; almost two thirds travel to school on foot or by bike.

| Year                 | Travel to Work (%) |                  |               | Travel to School (%) |      |               | Travel as a main mode (%) |      |               |
|----------------------|--------------------|------------------|---------------|----------------------|------|---------------|---------------------------|------|---------------|
|                      | Walk               | Bike             | Active Travel | Walk                 | Bike | Active Travel | Walk                      | Bike | Active Travel |
| 1991                 | 14.9               | 1.8              | <b>16.7</b>   |                      |      |               |                           |      |               |
| 1999-00              | 17.0               | 3.0              | <b>20.0</b>   | 61.0                 | 1.0  | <b>62.0</b>   | 24.0                      | 1.0  | <b>25.0</b>   |
| 2001-02              | 17.2               | 4.1              | <b>21.3</b>   | 58.0                 | 1.0  | <b>59.0</b>   | 24.0                      | 2.0  | <b>26.0</b>   |
| 2003-04              | 18.1               | 4.3              | <b>20.4</b>   | 56.0                 | 1.0  | <b>57.0</b>   | 22.0                      | 2.0  | <b>24.0</b>   |
| 2005-06              | 17.9               | 4.9 <sup>2</sup> | <b>21.3</b>   | 60.0                 | 1.0  | <b>61.0</b>   | 19.0                      | 2.0  | <b>21.0</b>   |
| 2007-08 <sup>1</sup> | 20.1               | 4.9 <sup>2</sup> | <b>26.1</b>   | 64.3                 | 1.8  | <b>66.1</b>   | 34.1                      | 1.6  | <b>35.7</b>   |
| 2011 <sup>3</sup>    | 18.2               | 4.8              | <b>23.0</b>   | 61.6                 | 1.4  | <b>63.0</b>   | 35.0                      | 2.0  | <b>37.0</b>   |
| 2014-15 <sup>4</sup> | 20.0               | 7.3              | <b>27.3</b>   | 60.1                 | 5.1  | <b>65.2</b>   | N/A                       | 3.0  | <b>N/A</b>    |

1) Scottish Household Statistics 2007-08

2) Cycling Data for 2005/6 and 2007/8 combined due to small sample size

3) Scotland's Census 2011

4) Scottish Household Survey 2015 and Edinburgh Bike Life report

In Edinburgh we want to realise the benefits that more active travel can bring. These include:

- Better health – active travel is a simple, low-cost and effective way to incorporate physical activity into daily life.
- Better road safety – there is evidence of a ‘safety in numbers’ effect for cycling. More cycling means safer cycling.

- A better environment – active travel can replace many short car journeys reducing traffic, air pollution, noise and the visual impact of traffic in urban areas together with contributing to the reduction of greenhouse gas emissions.
- Benefits to businesses – people who travel on foot or by bike tend to be healthier, be absent less often and more productive.
- Wider economic benefits – walking and cycling make very efficient use of road space so help reduce congestion. Good environments for walking can also encourage people to linger and spend more. The UK Department for Transport has found that investment in cycling shows economic returns of around £3 for every £1 invested<sup>8</sup>.
- Social benefits – when people walk and cycle around their neighbourhood they are much more likely to meet and interact, creating community cohesion. People walking and cycling provide ‘social supervision’ helping make our streets safer places to be.
- Improved quality of life – the combined benefits of more people getting about on foot and by bike add together to give a better overall quality of urban life.

## Active Travel, Health and the Economy

Adults who are regularly physically active have 20 to 30% reduced risk of premature death and up to 50% reduced risk of developing major chronic diseases such as coronary heart disease, stroke, diabetes and cancer.

According to a previous Scottish Government publication<sup>1</sup>, a 1% reduction each year in the number of inactive Scots for the next five years would result in:

- £3.5million savings to the NHS through reduced annual admissions;
- 157 less deaths from coronary heart disease, stroke and colon cancer related to inactive lifestyles; and
- 2,839 life years saved from reducing these overall deaths, resulting in an estimated total economic benefit of £85.2million.

Other benefits of regular physical activity are better mental health and reduced employee absence.

Active travel can incorporate regular physical activity in to people's everyday lives and therefore has significant potential to improve the health of the city's residents. Cycling England estimated that investment in their Cycling Demonstration Towns provided economic returns of at least £3 for every £1 invested when improvements in health are taken in to account<sup>2</sup>.

1. How can transport contribute to public health? Briefing paper 5, Glasgow Centre for Population Health, November 2007.
2. Cycling Demonstration Towns - Development of Benefit-Cost Ratios, Department for Transport, February 2010.Objectives and Targets

# Objectives and Targets

Bearing in mind the benefits of Active Travel, the core objective of this Active Travel Action Plan is **to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure.** More information on the Council's objectives for walking and cycling are set out in its Local Transport Strategy.

**The plan will seek to work towards its core objective by:**

- improving the city's walking and cycling infrastructure (maintenance, management, new provision, good design);
- marketing of the opportunities to walk and cycle in the city (signing and mapping of cycle routes) and promoting walking and cycling (for instance seeking to overcome social barriers to cycling); and
- training children to cycle.

In implementing the Active Travel Action Plan, we will consider the needs of all sections of the community, particularly those with more restricted mobility and/or other disabilities.

## Targets

| Indicator                                       | 2014/15 data     | 2020 target |
|---|------------------|-------------|
| <b>Walking - share of Adult residents trips</b> |                  |             |
| % of all Edinburgh residents' trips             | 32% <sup>a</sup> | 35%         |
| % of trips to work by Edinburgh residents.      | 20%              | 21%         |

| Indicator  | 2014/15 data   | 2020 target |
|--|--|-------------|
| <b>Cycling - share of Adult residents trips</b>                    |  |             |
| % of all Edinburgh residents' trips                                | 3%   | 10%         |
| % of trips to work by Edinburgh residents.                         | 7.3%   | 15%         |
| <b>Walking and Cycling to primary school<sup>a</sup></b>           |  |             |
| % of primary age children walking to school                        | 60.1%  | Increase    |
| % of primary age children cycling to school.                       | 5.1% <sup>c</sup>  | Increase    |
| <b>Improving Safety</b>  | Count data should be available from 2016 to allow calculation of these indices |             |
| Casualty rate index - walking                                      |  |             |
| Casualty rate index - cycling.                                     |  |             |
| <b>School cycle training</b>                                       |  |             |
| % of P6/P7 children provided with on-road cycle training.          | 63%  | 72%         |
| <b>Satisfaction with Environment</b>                               |  |             |
| % satisfied with maintenance of pavements and footways for walking | 50% <sup>b</sup>   | Increase    |
| % satisfied with Edinburgh as a good place to ride a bike.         | 52% <sup>c</sup>   | Increase    |

Notes:

- Data unreliable as from small sample. From 2016 counts should enable more accurate estimates of year to year trends.
- Edinburgh People's Survey 2014
- Sustrans Bike Life report 2015

# Joint Actions

The core of this plan is the actions themselves. These are set out in three chapters covering; joint (walking and cycling) actions, walking actions and cycling actions. Joint actions that will influence both walking and cycling are set out in this chapter, with further detail in Appendix A.

## Summary of joint actions

Complete the updating of the Edinburgh Street Design Guidance, including training, during 2016.

Review operation of the city's signalled junctions and crossings by Spring 2017 with a view to achieving a balanced allocation of time between different modes that helps to encourage walking and cycling.

Continue safer routes to school and school travel plan programmes until all primary schools have implemented travel plans and can be accessed, on foot and by bike, through safer and more convenient routes. Complete School Streets pilot programme and roll out if successful.

Roll out a 20mph speed limit across the city in accordance with the plan agreed in March 2015.

Implement an Active Travel Marketing Strategy to coordinate marketing and promotion initiatives.

## Edinburgh Street Design Guidance

The new guidance will assist the development of walking and cycling actions that are influenced by the built environment and how it is designed, upgraded and maintained. The Council has recently adopted Parts A and B of the new Street Design Guidance.

This guidance seeks to put the role of streets as places, as well as encouraging walking and cycling, at the heart of street design. Parts A and B set out objectives and principles for design. Work is now underway to produce Part C, the detailed guidance. This will replace several existing documents including 'Movement and Development' (2000) (Transport guideline for new developments), the 'Edinburgh Standards for Streets' (2006) (guidance focusing on existing streets), the 'Cycle Friendly Design Guide' (1997) and the 'Bus Friendly Design Guide' (2005).

Training of those who plan, design, construct and maintain our streets (including staff working for the developers who build new streets), is central to the successful achievement of this action.

## Signalled Junctions and Crossings

The operation of traffic signals at junctions and crossings allocates time and therefore priority amongst road users. We will review this process with the aim of producing a policy-driven protocol. The guiding principle of this review will be seeking to prioritise walking, cycling and public transport use. It is worth noting that there will inevitably be conflicts, for example between minimising delays to bus and tram services on the one hand and pedestrians on the other.

## School Travel and School Streets

The Council has completed 20mph zones around all Edinburgh schools and continues to improve safety features around schools on a case by case basis.

The Council's School Travel Coordinators have already approached every school regarding adopting a school travel plan. Currently [95%] of all primary schools, [15%] of all secondary schools and [8%] of private schools in Edinburgh have a travel plan, or are working to adopt one. Our School Travel Coordinators are supporting schools in undertaking activities such as; 'walking buses', 'cycle trains', 'walk once a week', 'bike to school week' and 'travel-buddies'.

We have recently (Autumn 2015), introduced six pilot 'school streets' where roads are closed to most motorised traffic at school opening and closing times. A further six pilots will be put in place during 2016. Subject to a successful outcome, we will roll out this approach to suitable schools across the city.

### 20mph Speed Limits

Following a successful pilot in South Central Edinburgh the Council has approved a large-scale roll out of 20mph speed limits in the city to cover all shopping streets, the whole city centre, all primarily residential streets and many other streets. Under this roll out nearly 80% of the entire road network of Edinburgh will have a 20mph speed limit. The impacts of this on casualties, attitudes and behaviour will be carefully monitored.

### Marketing and Promotion

Marketing and promotion is central to increasing the number of people walking and cycling. During 2015/16 the 'Smarter Choices, Smarter Places' programme has enabled the Council to; adopt the On Foot By Bike brand, refresh all its active travel marketing material and carry out a number of marketing initiatives. A marketing strategy will guide future initiatives. As part of this strategy, the Council and its partners will:

- promote walking and cycling as desirable means of transport, as well as for recreation and health;
- carry out corridor or destination based promotion;
- promote active travel in workplaces/travel plans;
- seek to maintain existing initiatives to increase walking for health, focussing on deprived areas;
- work together to support local initiatives to promote walking and cycling; and

- communicate and promote activities through a unified brand and web and paper-based information.



A series of new leaflets have been produced using the On Foot By Bike branding. The On Foot By Bike campaign identity and the associated design and imagery was all market tested.





# Walking Actions

Almost everyone walks either as a form of transport or for leisure and it is ideal for short journeys because it is free, congestion and pollution-free, efficient, reliable and healthy.

More people walking cuts traffic, reduces congestion, improves local air quality and reduces the risk of respiratory diseases. An enhanced pedestrian environment creates activity on the street, which can improve personal safety and security and also reduce vandalism. Walking also creates a better urban realm and 'feel', which adds to the quality of life for residents and visitors alike. It can also help the local economy and boosts Edinburgh's tourist economy as, for example, in Edinburgh's Royal Mile.

When incorporated as a regular form of physical activity, walking can significantly reduce the risk of obesity, diabetes and cardiac diseases, amongst many other health problems.

Edinburgh already has a comprehensive network of pavements and footpaths and extensive facilities like pedestrian islands and puffin and toucan crossings to help pedestrians to cross the road. However there is scope for improvement such as; improving maintenance of our pavements, making all our crossing places fully accessible and reducing delays for pedestrians when using traffic lights.

## For walking, the ATAP aims to:

- improve the walking environment, especially on corridors that are important for pedestrian activity and movement
- make improvements both through new projects (including public realm improvements) and maintenance;
- improve existing expertise in the creation of high quality pedestrian environments and public realm, information, marketing and promotion;
- ensure the pedestrian environment is accessible to all;
- better integrate walking with public transport and cycling; and
- promote walking as a transport mode of choice;

## Walking Potential

Edinburgh is already a very walkable city in comparison to other urban areas in Scotland. Walking in Edinburgh comprises around <sup>14</sup>:

- 32% of all trips as the main mode;
- 60% of child journeys to school; and
- 19% of journeys to work.

However there is still great potential to increase walking:

- 43% of all journeys made in Edinburgh are less than 2 km long (less than 30 minutes walk);
- 16.5% journeys are 1 to 2 km long (15 to 30 minutes walk); and
- 27% of journeys are shorter than 1 km (less than 15 minutes walk).

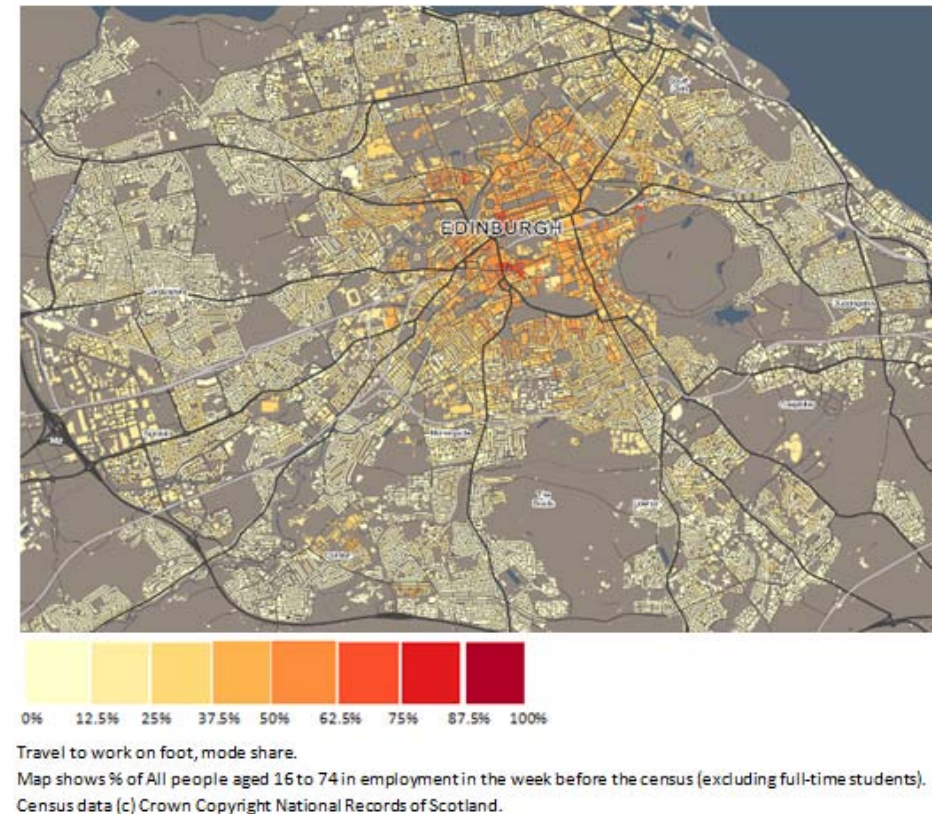
Many people already walk:

- 86% of adults in Edinburgh make at least a trip on foot as a means of transport and 54% just for pleasure or to keep fit at some point during a typical week;
- 24% of adults walk as a means of transport often (between three and five days) while 12% walk just for pleasure or to keep fit; and
- 47% of adults walk as a means of transport regularly (on six or seven days) while 19% do so just for pleasure or to keep fit.

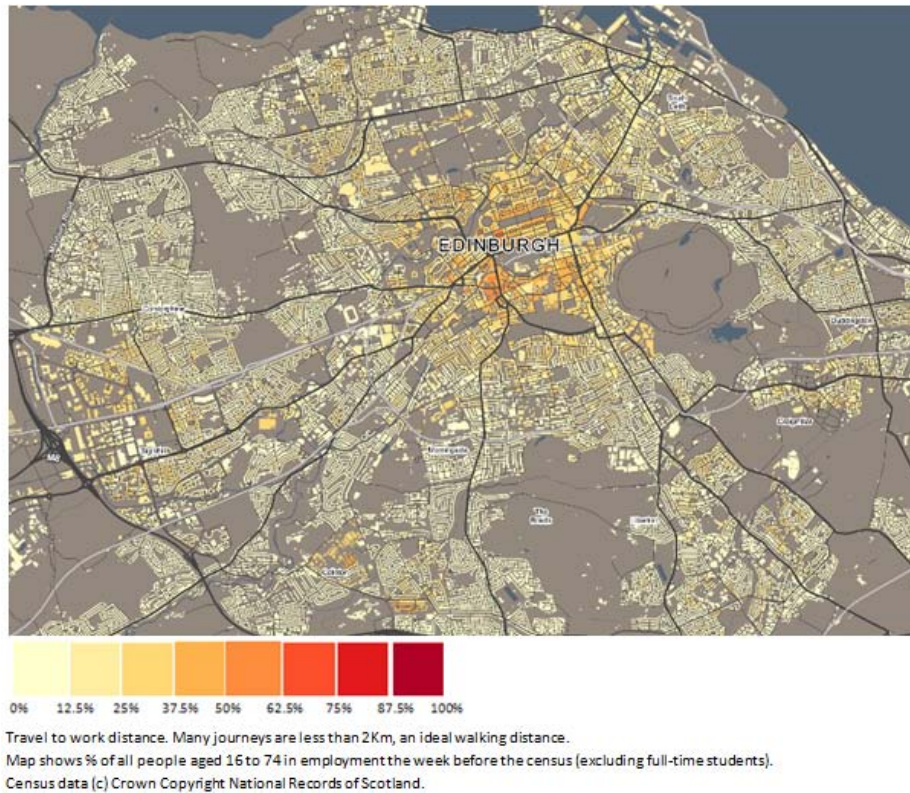
Analysis of Travel to Work data indicates that in most parts of Edinburgh walking mode share could be increased by 10 to 20%.

The plans illustrate the significant potential to further increase walking in Edinburgh. Trips of less than 2km represent a walk of less than 25 minutes for most adults.

People walking to work in Edinburgh



Trips to work that are less than 2Km:



The walking actions developed as part of this ATAP are informed by ‘the five C’s’, which have been identified as vital characteristics of walkable cities. These are:

- Connected** It must be easy to walk from place to place without encountering dead ends or difficult road crossings;
- Convenient** Routes need to be direct without unnecessary detours; shops, jobs, services and homes need to be as close together as possible;
- Comfortable** Footway and footpaths need to be well maintained and wide enough, well lit and to offer shelter and resting places;
- Convivial** Pedestrian routes need to be friendly, attractive, interesting and litter free; and
- Conspicuous** Pedestrians need to be acknowledged as a form of traffic, and they need to become significant in people’s minds. Pedestrian facilities and the places people want to reach on foot need to be clearly identifiable and well sign posted.

The Joint Actions chapter set out common actions relating to both walking and cycling. This chapter includes actions that solely relate to walking. These are summarised below and detailed further in Appendix B.

## Walking actions summary

**Infrastructure – priority corridors and areas.** Commence a programme of upgrades of the pedestrian environment targeted at corridors and areas that are important for pedestrian movement and activity.

Based on street design guidance street types, review prioritisation of footway maintenance to improve further its alignment with pedestrian movements and activity.

Using the new Street Design Guidance, upgrade conditions for pedestrians as a routine part of both footway and carriageway renewals projects.

**Infrastructure – integration with public transport** - Produce a priority list of bus stops for improved access and implement a programme of improvements, with an initial target of 20 bus stops per year.

**Infrastructure – improving accessibility and removing obstructions –** Implement a programme of accessibility improvements including dropped kerbs, raised crossings and guardrail removal.

**Signing and promotion** - Review pedestrian signing and wayfinding, and subject to funding implement improved wayfinding.

Increase the promotion of walking as a means of transport as part of an active travel communications strategy.

## Prioritisation of Areas and Corridors for Investment and Maintenance

It is unlikely that sufficient funds will be available to carry out comprehensive improvements to the pedestrian environment across the whole city in the short to medium term. Therefore some form of prioritisation is required. It is also important that we prioritise and target maintenance, as some streets are far more important for pedestrians than others. The Street Design Guidance Street Framework can be used to assess streets' importance for pedestrians as it identifies shopping areas, local centres, the city centre and roads in high density residential areas. A number of streets have been identified in the action plan for attention in the short term. Actions include seeking to reduce pedestrian delays at crossings on Princes Street, the refurbishment of parts of Rose Street and improvements to Hanover Street and Frederick Street as part of renewals projects.

## Improving Routes to Public Transport

Public transport is only ever part of a door to door journey, and most public transport trips involve walking at each end. Better and easier to use routes are important in making public transport stops accessible to as many people as possible. Public transport is particularly important for people in less affluent areas of the city and for those on low incomes. It also has important social benefits, for instance to older people.

We will therefore embark on a programme to improve the quality and convenience of walking routes to and from bus and tram stops and rail stations, in so doing ensuring we meet our Equality Act duties.

## Crossings and Junctions

We will improve the pedestrian experience in Edinburgh by enhancing crossing and junction facilities. We will:

- continue to meet our duties under the Equality Act 2010 by upgrading crossing points with dropped kerbs and tactile paving, implementing a programme of improvements guided by a comprehensive audit;
- give pedestrians more priority at traffic signals;
- further revise design guidance for junctions to favour pedestrians, for example by minimising crossing distances between pavements and creating tighter corner radii at junctions to improve sight-lines; and
- pilot the introduction of formal 'X' crossing(s), which allows people to cross junctions diagonally, at key junctions to help pedestrians to take the most direct crossing line.
- Pilot the use of 'countdown' indicators.

## Street Clutter

Over the years there has been a gradual build up of street furniture, including traffic signs, waste bins, "A-boards", bollards and guardrails. These are sometimes unsightly and are not in keeping with Edinburgh's environment, or with our aim to allow pedestrians to move around without obstruction.

The Edinburgh Street Design Guidance seeks the removal of street clutter. A 'de-cluttering' pilot was completed in George Street to assist with the removal of unnecessary street furniture. Further work is underway to develop this into a workable method for wider application as part of the Street Design Guidance Part C. This needs to take into account all users' needs, including those who cannot walk far without resting.

## Guardrailing

Following the adoption of the ATAP in 2010 the Council produced a protocol for guardrail assessment in 2012. Some guardrail has been reviewed and removed since then; however much remains. We will seek to take forward a programme to systematically review that which remains, with a presumption in favour of removal.

In some locations guardrailing is utilised as cycle parking. The assessment procedure for removal of guardrailing will take into account these locations and replacement cycle parking will be provided.

## Tackling Footway Parking

Footway parking is an increasing problem that causes problems for pedestrians, especially people with disabilities, those with luggage or people pushing buggies or prams. The Council is seeking increased powers in this area from the Scottish Parliament and will use these when they become available.

## Signing and Wayfinding

We will review signing and wayfinding. In particular we are developing proposals for city centre wayfinding and integration of pedestrian and cycle signage.

## The Royal Mile Improvements

The quality of the historic environment of Edinburgh's High Street is important to the built heritage of the city. The distinct character of the Royal Mile encourages visitors to Edinburgh and is a key area for events during the annual Edinburgh Festivals and Festival Fringe. At such times, footfall on the Royal Mile is extremely high.

The City of Edinburgh Council has implemented a series of improvements to the High Street over the last two decades. In 1996, environmental improvements to the Royal Mile between George IV Bridge and St Mary's Street were undertaken. Following a 2003 study, improvements were also implemented in Castlehill, the Lawnmarket and in the Canongate as well as a partial pedestrianisation of the High Street between Cockburn Street and the City Chambers.

Improvements undertaken along the length of the High Street include:

- improved pedestrian crossing points;
- increased pedestrian space/pavement width with high quality materials;
- some seating
- phone boxes relocated to building's edge;
- improved links through closes all along the High Street; and

Further work has been undertaken in consultation with local residents and businesses, resulting in the Royal Mile Action Plan. This includes increased pedestrian priority west of St Mary's Street and traffic calming initiatives on the Canongate. The Council will seek to take this forward in partnership with others.

Edinburgh has implemented a series of improvements to its streets and squares in the last two decades, including; the Royal Mile, South Castle Street, Grassmarket and St. Andrew Square.



1. Castlehill



2. Lawnmarket



3. High Street Civic Zone



4. High Street Commercial Zone

# Cycling Actions

Cycling is cheap, convenient and healthy and can be a truly liberating form of travel. In the city it is often the fastest, most convenient way to get around; quicker than the car for many trips. Like walking or the car it offers great flexibility. Someone travelling by bike can choose their time of travel and their route. Calling at several locations is generally easy and quick compared to other ways of travelling, with few parking constraints and no timetable to follow. The affordability and accessibility of cycling (there is no age barrier and no license required) mean it can be a realistic choice for most people.

Cycling has minimal environmental impact. Cyclists, like pedestrians, make streets feel 'lived in.' Therefore high levels of cycling are associated with a good overall quality of city life.

With the right conditions, cycling is fun and it is a great recreational activity in which the whole family can participate.

So why don't people cycle more? Barriers to cycling in Edinburgh include:

- safety, and perceived safety, especially on busy roads;
- lack of secure cycle parking, especially at home and work;
- hills, for some trips;
- weather, though Edinburgh is drier than most UK and many north European cities;
- cycle theft;
- lack of information and skills; and
- culture and attitudes.

By helping to overcome these barriers, we aim to unlock the City's cycling potential.

In May 2009, the Council signed the Charter of Brussels (full text can be seen in Appendix D) which committed us to:

- set a target of at least 15% of trips in the city made by bike for the year 2020; and
- set a target of reducing the risk of a fatal accident for cyclists by 50% by 2020.

## For cycling the ATAP aims to:

- transform conditions for cycling in the city such that many more people regard it as a realistic travel choice by:
  - delivering a citywide 'QuietRoutes' network that people perceive as safe and attractive;
  - reducing traffic speeds; and
  - adopting cycle friendly design principles for all streets.
- increasing cycle parking provision;
- promoting and marketing travel by bike;
- increasing mutual awareness and respect between cyclists, pedestrians and other road users;
- training children to ride bikes to help mainstream cycling as a form of transport; and
- improving coordination and partnership within the Council and between it and external organisations.

## Where have we come from?

Over a period of 35 years, accelerating since adoption of the ATAP in 2010, Edinburgh has gradually built up and extended its cycle network and improved conditions on the city's roads. We believe this is a key

reason why cycling in Edinburgh has risen faster and to higher levels than in other Scottish, or indeed most UK, cities. Further improvements are essential to achieve the considerable potential for cycling which is highlighted below.

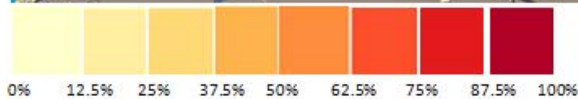
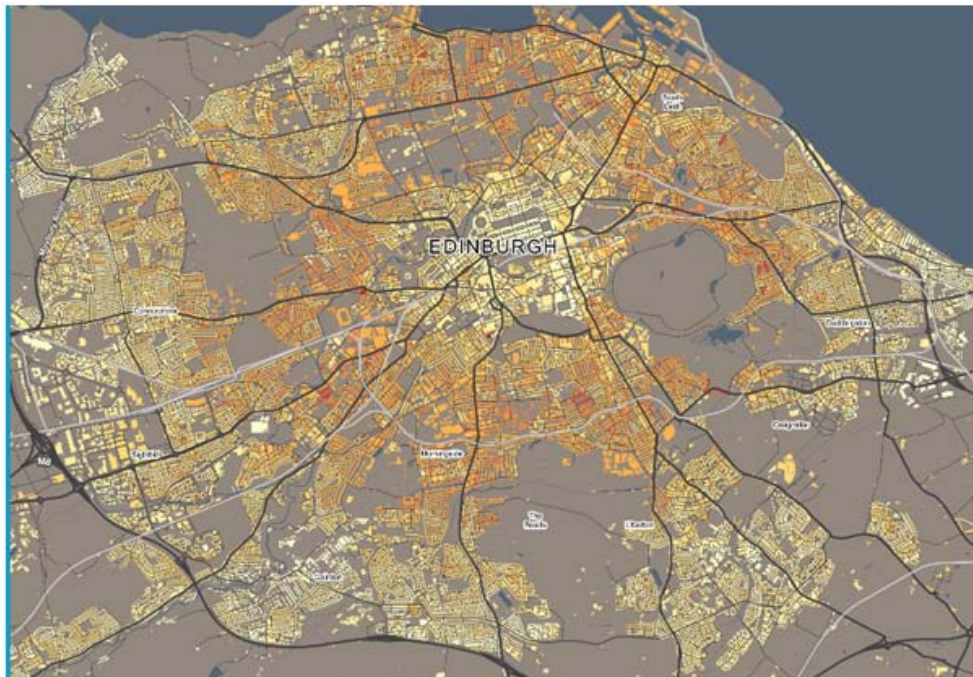
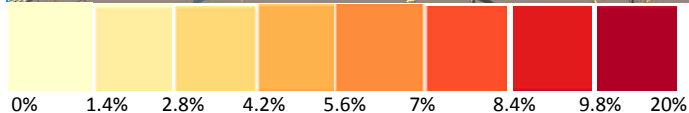
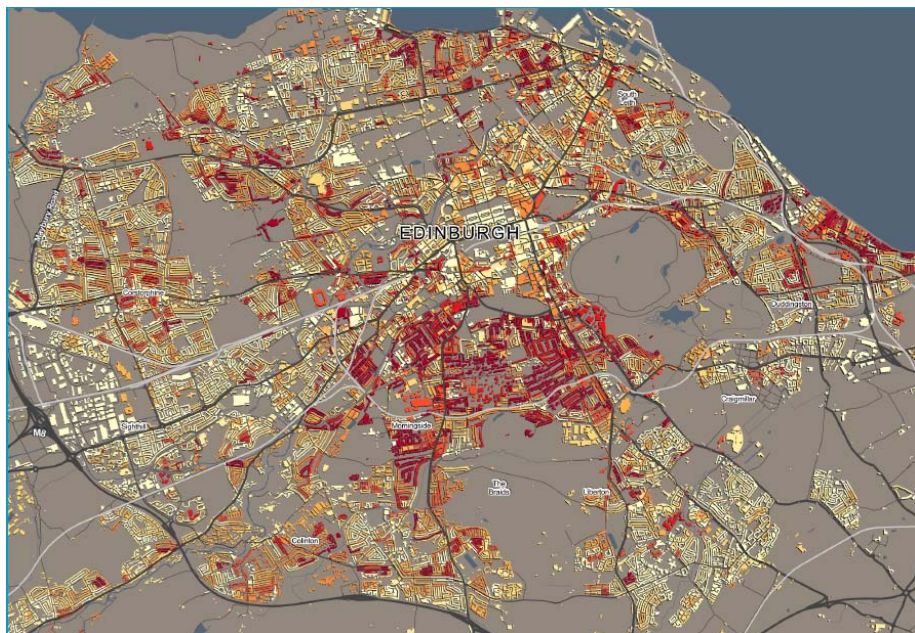
### The Potential for Cycling

Edinburgh has the highest cycling levels of all urban areas in Scotland, yet cycling in Edinburgh still only makes up around:

- 3-4% of all trips;
- 5% of child journeys to school (see page 8); and
- 7.3% of journeys to work.

There is however great potential to increase cycling:

- 29% of all journeys are 2 to 5 km long (a 10 to 20 minute bike ride); and
- 14% journeys are 5 to 10 km long (a 20 to 40 minute bike ride).



Travel to work trip distance, A high proportion of commuter trips are within the ideal cycling range of 2-5km | Map shows % of All people aged 16 to 74 in employment in the week before the census (excluding full-time students) - Census data (c) Crown Copyright National Records of Scotland

Furthermore there is potential for cycling to act as a link in the door to door public transport ‘trip chain’, for example as a means of travelling from home to station or tram/bus stop, or as a link from station or stop to the final destination, potentially via a bike hire scheme. Abellio Scotrail have recognised this in their ‘Bike and Go’ scheme, which is based on a similar scheme in the Netherlands.



Specific actions and targets relating to cycling are summarised below and set out in greater detail in Appendix C.

There are four broad areas of action:

- Network Improvements;
  - QuietRoutes
  - Cycle Friendly City
- Cycle parking;
- Maintenance; and
- Marketing and promotion.

## Network Improvements

|  |
|--|
| <b>Cycling Network action summary</b>  |
| <b>The QuietRoutes</b> - Produce outline proposals and a costing for all proposed routes in the QuietRoutes network.   |
| Fill key gaps in the QuietRoutes cycle network/national cycle network routes, with focus upon the links to and across the City centre (see Appendix C for details).  |
| <b>Cycle friendly City</b> - Implement corridor and area based upgrades to the cycling environment, aimed at making cycling attractive for a wide range of local trips. This includes further improvements to the ‘south central’ area of Edinburgh. |
| Review provision for cyclists on key sections of main road during 2016. This includes parking and loading restrictions and options for segregation from motor traffic  |
| Implement programme to upgrade drop kerbs at access points to cycleways and shared paths   |
| Establish regular programmed maintenance of the lines associated with on-road bus and cycle facilities.  |

|  |
|--|
| <b>Review and upgrade city centre cycle parking</b>  |
| Implement the signing strategy to sign all routes and links that have been completed to the QuietRoutes standards.         |
| Subject to availability of finance, support the development and implementation of a bike share or public bike hire scheme. |
| Implement measures to increase the number of primary age children from P6 onwards receiving cycle training                 |

We propose to take two parallel approaches to cycle infrastructure in the city. Firstly developing a ‘QuietRoutes’ network with an emphasis on catering for less confident cyclists, secondly moving towards a Cycle Friendly City.

## QuietRoutes

We are developing a network of cycle routes, known as QuietRoutes, which feel attractive and safe to people of all ages and abilities. The network utilises traffic-free paths, quiet roads or cycle paths separated from traffic. These provide direct and convenient routes for everyday utility and leisure journeys. Routes on this network will achieve the same standard as the Sustrans National Cycle Network - that is, they should be suitable for use by an unaccompanied 12 year old. Technical standards will be based on Sustrans National Cycle Network Design Guidance.

The network has the over-riding aim of maximising potential for easy, direct and enjoyable everyday trips that get people to their desired destination. To achieve this we will seek to enable access to the network from throughout the built –up area of the city. A key aim of the network will be to cross the city centre in both east-west and north-south directions.

By 2010 some of the QuietRoutes network was already in place, particular many off-road paths that made use of disused railway lines, but important gaps remained. The ATAP prioritised actions to fill these gaps and deliver a comprehensive long-term network.

Since 2010 the following routes have been upgraded and signed:

- QuietRoute 6 – The Meadows to King’s Buildings
- QuietRoute 8 – Roseburn to Edinburgh Park
- QuietRoute 9 – Roseburn to the Gyle and Newbridge
- QuietRoute 10 – Leith to Portobello
- QuietRoutes 11-15 – The North Edinburgh Path Network
- QuietRoute 61 – Gilmerton to Roslin (in partnership with Midlothian)

Improvements have also been made to other key route sections:

- NCN 1 – from the Meadows to Innocent Railway pat
- NCN 1 – from Roseburn to Queensferry
- The Restalrig Railway path, which will form part of QuietRoute 4
- NCN 75 and 754 – Union Canal section

### Routes Proposed for Early Completion:

Further development is in progress to fill key gaps in the QuietRoutes cycle network and the national cycle network, to link with key destinations. Key projects for design and implementation from 2016 to 2018 are:

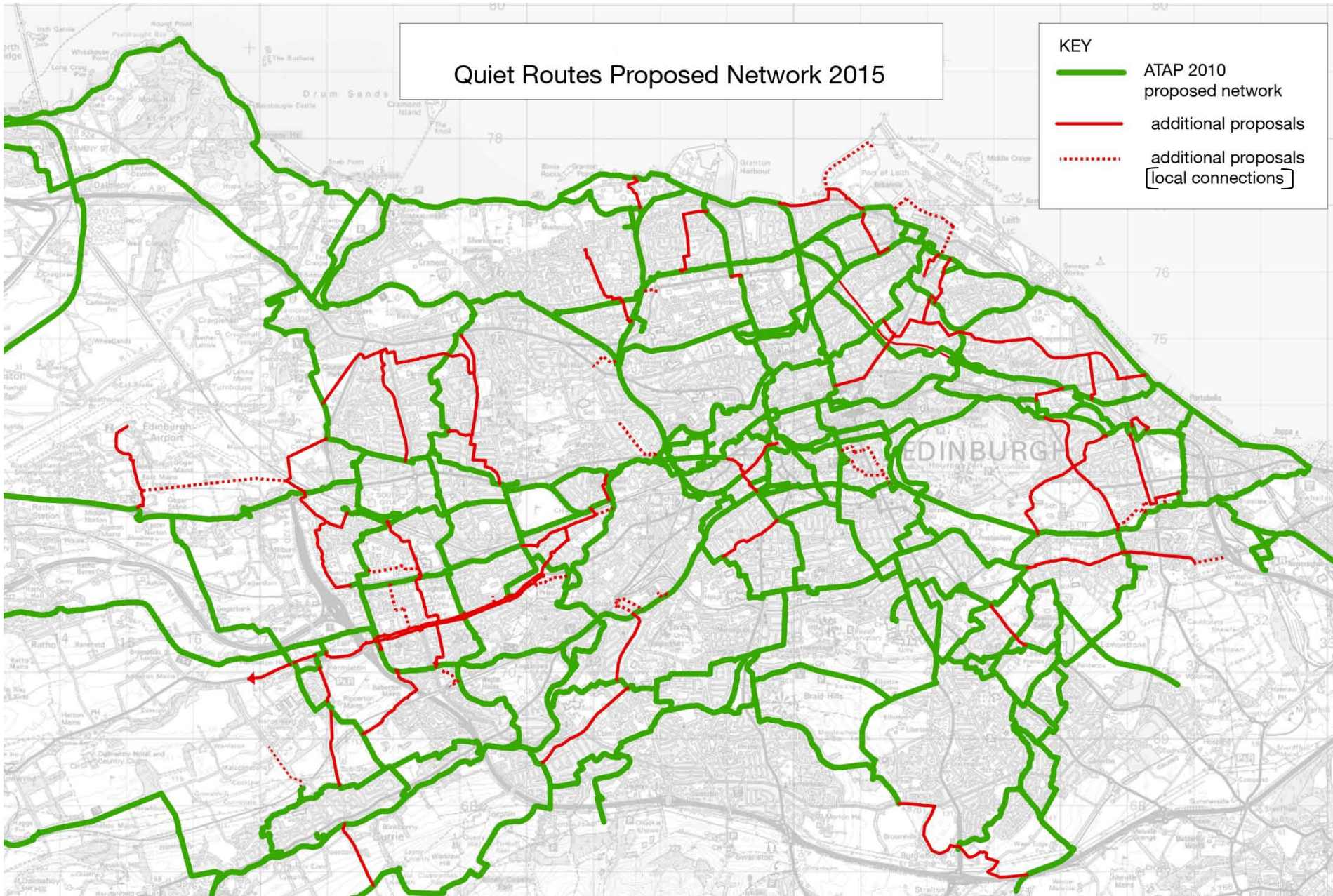
|  |         |
|--|---------|
| • Meadows to Union Canal.                                      | 2017    |
| • Roseburn to Leith Walk and Waterloo Place via George Street. | 2017-20 |
| • Roseburn to Union Canal.                                     | 2017-20 |
| • Roseburn to Edinburgh Park and Gyle upgrades.                | 2017-20 |

|  |         |
|--|---------|
| • Meadows to city centre via George IV Bridge – design and consultation.                 | 2016-17 |
| • Leith to Portobello (Leith Links to Water of Leith).                                   | 2017-18 |
| • A8 Gyle to Newbridge.  | 2016-17 |
| • Carry out a programme of installing lighting (LED and conventional) on off-road paths. | 2016    |

While much of the QuietRoutes network will be off-road or on quiet roads, to genuinely ‘join up’ and to afford reasonable directness, the QuietRoutes network needs to negotiate some busy streets and junctions. At these points, the aim will be to retain a high standard of safety and convenience. This will generally mean using protected separate cycle tracks, or potentially wide/mandatory cycle lanes complemented by parking and loading restrictions. Well defined routes through any busy junctions are also essential. Recent market research carried out in Edinburgh with support from Sustrans has confirmed the importance of such measures in encouraging people who do not currently travel by bike regularly to consider cycling for city trips. Similar feedback was received from the EU CHAMP project, which the Council recently participated in.

On the QuietRoutes network, coherence is of the utmost importance. A single ‘missing link’ can seriously undermine the effectiveness of a route or the entire network. The cycle friendly city programme will also strive for route coherence, but in some circumstances other factors (generally involving provision for other road users) may mean that sub-optimal sections for cyclists need to be accepted.

Work has been ongoing to specify and cost the QuietRoutes network in outline. As part of this work several additional potential routes have been identified and added to the proposed network map (see page 21).



## Cycle Friendly City

The Cycle Friendly City programme aims to make travel by bike anywhere in the city convenient and attractive.

This involves provision for cyclists on main roads as well as crossings linking up quieter side roads. Whilst recognising the multiple pressures and constraints in space on the road network, this programme is designed to make cycling feel as convenient, safe and comfortable as possible for day to day cyclists on the roads, including; commuters, shoppers and anybody going from A to B.

This programme is focusing on:

- a) Travel from areas with high cycling potential. These are based on recorded levels of cycling (such as from the census), potential for trips in the ideal cycling range of roughly 2 - 5km and topography; and
- b) Travel to areas with the greatest potential to generate day to day bike trips. These include:
  - the city centre (especially major transport hubs such as stations);
  - other major centres of employment and activity, for example; the Gyle/Edinburgh Park, Leith and Leith Docks, Universities, the Royal Infirmary area and the Bio-Quarter;
  - further education institutions, hospitals, Waverley and Haymarket stations and shopping centres; and
  - other potential generators of bike trips including tram stops, suburban rail stations and selected bus stops, primary and secondary schools.

The implementation of the Cycle Friendly City programme has the following main areas of focus:

- The 20mph speed limit, which also has key objectives relating to walking, quality of life, placemaking and road safety;
- area-wide improvements to roads in the parts of the city with the greatest potential to generate bike trips;
- making cycling as convenient as possible by exempting cyclists from road closures and from most one way restrictions (these are generally installed to address problems caused by motorised traffic);
- providing cycle parking to help make cycling as convenient as possible; and
- upgrading provision for cyclists on the city's main roads.

## City-wide 20mph speed limit

A key project to help make the whole city more cycle friendly is the introduction of a 20mph speed limit on all residential, city centre and key town centre streets, a total of 77% of Edinburgh's road network. Implementation commences in May 2016 and is due to be completed by May 2018.

## Area-based cycling improvements

We will continue to implement a package of on-street improvements for cyclists in the 'South Central' area of the city. This will include improvements from Marchmont to the University of Edinburgh King's Buildings site and the Royal Infirmary. The improvements will include on street cycle facilities such as; cycle lanes, enhanced cycle parking, motor vehicle loading restrictions and marketing initiatives.

These schemes will be a key part of the 'south central' package. However the aim of creating an area of the city where the bicycle is seen as the most attractive choice for all suitable trips requires further intervention.

With this in mind, other route and junction improvements will also be taken forward. The implementation of a 20mph speed limit in residential streets in a large part of the area has been completed, contributing to both real and perceived improvements in safety for cyclists, pedestrians and other road users.

This area based approach will be progressively rolled out to other relevant parts of the city during the course of the plan. At present it is envisaged that the second area of the city for area-wide treatment will be from the centre westwards.

## Main Road Provision

Since 2010, the most significant work relating to main roads has been the design and partial implementation of the Leith Programme. This will transform Leith Walk as a street for cycling and the southern part is an exemplar of QuietRoutes standards.

We will review provision for cyclists on other main roads. Most of these already have extensive bus and cycle priority, but there are gaps in provision and scope for upgrades.

The review will incorporate an assessment of gaps, the existing standards/quality of provision and the feasibility of potential improvements. The feasibility aspect will consider all road users, whilst aiming to help a wider range of people feel happy cycling on the streets. There will be a particular focus on main roads that form part of the proposed QuietRoutes network.

In order to increase the efficiency and safety of our cycle network, we will review parking restrictions in cycle lanes with a view to enhancing them. We will also continue the programme of installing Advanced Stop Lines at all traffic signal approaches.

## One-way Streets and road closures

Many continental cities and an increasing number of London boroughs exempt cyclists from most one-way restrictions and road closures, which exist to manage motorised traffic. In Edinburgh, there are already a number of streets where this exemption applies and road closures which cyclists are allowed through. In order to make cycling more convenient, a programme to formally exempt cyclists from all suitable one-way restrictions and road closures has been prepared.

## Signing and Lighting

A signing strategy has been developed and is being rolled out. This ensures a coherent and consistent approach that enables cyclists to follow routes easily and without confusion. The signing strategy sets out principles, guidelines and a work programme for signing our QuietRoutes Network and the maintenance of these signs. It has been coordinated with other signage strategies in place or under development, to avoid unnecessary clutter, repetition or inconsistencies. A programme of installing new and upgrading old lighting facilities on the off-road path network is underway.

### Programme of installing Advanced Stop Lines (ASLs)

Since the beginning of the programme in the 1990s, we have installed around 500 ASLs at the city's signalised junctions. ASLs are effective safety measures as well as helping to promote cycling. They are designed to put cyclists clearly into the view of drivers. ASLs appear to have also improved pedestrian safety at crossings, probably by increasing the separation between crossing pedestrians and waiting motor vehicles.

## Integration with Public Transport

There is significant potential for cycling to play a greater part in the door to door public transport ‘trip chain’. The most obvious example is the cycling from home to a railway station, which extends the population within a 15 minute trip of the station several times over when compared with walking. There is also potential for cycling to tram stops and outer-suburban bus stops. Cycling can play a part in onward travel from a city centre station or tram/bus stop, avoiding the need to wait for a connecting service. Furthermore it can offer a way of getting about the city centre once arrived by public transport or indeed car. In some continental European countries and cities, and in London and Dublin, on-street bike hire plays an increasing role in this form of city centre movement.

For certain trips, carriage of bikes on public transport is a valuable enabler of more sustainable travel, as the alternative is usually carrying the bike by car.

Actions that have been completed or are underway include:

- Providing path links to the tram and cycle parking at key tram stops.
- Allowing bike carriage on the Edinburgh Tram at off-peak times.
- Abellio Scotrail have implemented ‘Bike and Go’ at Haymarket station.

Significant improvements to cycle parking at both Haymarket and Waverley stations are planned. ‘Bike and Go’ is scheduled to be rolled out to Waverley station, where there will also be a ‘Bike Hub’. In developing proposals for on-street Bike Hire we will carefully consider the opportunities to integrate with local public transport as well as the rail system.

Bike Hubs are fully supervised facilities, offering a range of services for cyclists including secure covered parking, cycle hire, information, retail and repair.

Longer term, we plan to work with the rail industry to introduce ‘Station Travel Plans’ and ‘Safer Routes to Stations’, starting with a pilot scheme at Dalmeny station.

## Cycle Parking

| Cycle parking headline actions  |
|---|
| A review of city centre bike parking has been undertaken and upgrades will be implemented during 2016, 2017 and 2018. |
| Upgraded cycle parking is being implemented across many shopping centres/high streets.                                |
| Bike parking is being implemented at all Council owned sports facilities and will be completed by March 2016.         |
| Continue programme of installing bike parking in response to requests.  |
| Continue to apply bike parking standards to new developments.   |
| Guidance for residents on how to deal with abandoned bicycles has been produced and is available on request.          |
| The on-street residential bike parking pilot began in 2014 and will be reviewed for potential expansion in 2016.      |

Research carried out in Edinburgh and elsewhere indicates that a lack of cycle parking can be an important deterrent to cycling. Given this, alongside measures to make the bike journey safer and more convenient, we need to take action on cycle parking.

A number of measures that we intend to take for the following types of trip, include:

**For work trips** – we will increase the provision of secure cycle parking at work places through supporting workplace Travel Plans, with a focus on areas where we are investing in facilities for cycling. Support to develop

workplace travel plans is underway across the city, with an emphasis on workplaces in West Edinburgh.

**At home** – parking a bike in tenement and other flatted housing is often a problem. We will work with others to promote self-help solutions. Spokes have developed guidance on this issue. Recognising that self-help will not be able to address all the issues, we are piloting approaches that allow people to store their bikes securely on street.

**At public transport interchanges** – we are in the process of providing secure provision of cycle parking at rail, tram and bus stations to allow people to combine cycle/public transport trips to replace longer car journeys.

**For shopping trips** - cycling is ideal for some shopping trips, for example it is possible to carry more than when walking and it can be a very fast and convenient way to get to local shops. Modern services such as online shopping and home delivery could reduce dependency on cars and, together with an adequate supply of cycle parking, enable increased shorter trips to local shops and markets.

**For higher education trips** – Edinburgh already has a significant proportion of students cycling to college and university sites. Improved secure parking at universities and colleges could encourage more students to cycle. We are working with colleges and universities to increase and improve bike parking, along with promotional activities and route improvements.

## Maintenance

On-road and off-road cycle infrastructure both rely on good maintenance to be effective.

Most on-road cycle provision involves cycle lanes and Advanced Stop Lines at traffic signals. These use white lines, cycle logos and/or coloured tarmac. Maintenance of these road features is important to provide a safer cycling environment, as well as promoting cycling by making

provision for cyclists clear and visible. We will establish regular programmed maintenance of these facilities, with the highest priority being given to the areas where safety is considered critical or with the highest levels of cycle use.

Surface quality is especially important for bikes, which have minimal suspension. We have introduced a weighting for our carriageway maintenance which gives additional priority to roads that are on the QuietRoutes network. We will be further reviewing prioritisation using the new street and path categories developed for the Edinburgh Street Design Guidance.

The dedicated network of footpaths and cycleways also requires maintenance, both of the paths themselves and of surrounding vegetation. We have reviewed the winter maintenance regime for cycleways, introducing snow and ice clearance prioritised according to path use. We have also tackled a backlog of maintenance issues in a number of locations, for example improving drainage and cutting back tree growth.

There is still scope for improving the management of off-road routes (including disused railway cuttings and embankments). This will be challenging in the current financial climate. With this in mind, and with the aim of cultivating a sense of community ownership of this network, we will consider the potential for innovative approaches, including involving local communities directly in maintenance work.

## Training, Marketing and Promotion

### Summary of training, marketing and promotion actions

Increase the number of primary age children receiving cycle training to 70% by 2016/2017 (2794 children) and 72% by 2017/2018 (3074 children).

Promote good driver and cyclist behaviour.

Support development of bike share schemes.

## Scottish Cycle Training Scheme

The SCTS is offered to all P6/7 pupils in Edinburgh, although not all schools decide to take it up. The scheme is designed to give pupils the skills and knowledge they need to ride safely and sensibly on the road, helping reduce the numbers of child cyclists involved in collisions on the road. The students learn a variety of manoeuvres on and/or off-road, complemented by cycling theory in the classroom. The SCTS is linked to the National Curriculum Framework and managed by our Active Schools Co-ordinators.

In 2010, 25% of P6/7 school children took part in the scheme. This has risen to 63% now. We aim further grow to this to 72% by 2017/2018 (this will represent an increase of 611 children receiving cycle training due to the growing school rolls).

## Adult Cycle Training

Many adults cannot cycle, or lack the confidence to in urban conditions. Training sessions can give adults confidence and improve their cycling skills. The Council will promote and if possible support organisations providing cycle training for adults, including for people with disabilities.

## Cycle Friendly Employer (CFE)

The CFE is a national award scheme, run by Cycling Scotland and supported by the Scottish Centre for Healthy Working Lives, which recognises work undertaken by organisations to encourage their staff to cycle to and at work.

The Council wants to lead by example when it comes to encouraging local businesses to obtain CFE awards. We have achieved the CFE status for the Waverley Court office and will seek to extend this to other sites.

As an employer, we have:

- introduced a bike to work scheme;
- established an allowance for cycling on Council business;
- invested over £60k in active travel facilities such as showers, lockers and cycle parking in Council buildings; and
- supported a number of cycle initiatives including bike breakfasts.

We will encourage our partners to undertake similar measures and work to increase uptake of the CFE awards among local businesses.

## Cycle Friendly Schools and the STARS programme

This is a national award scheme run by Cycling Scotland that recognises the wide range of work schools do to promote and encourage cycling and to make their schools cycle friendly. Schools are encouraged to apply when they become part of the I-bike scheme and we now have over 40 schools subscribed.



The Council received EU funding from Intelligent Energy Europe in 2013 to promote sustainable travel in Primary Schools. STARS has delivered a behaviour change programme to increase the number of school pupils cycling to and from school, who would previously have been driven.

## Sustrans I-Bike Scheme

Sustrans' I Bike project has been working with selected schools in Edinburgh delivering practical solutions to two specific issues associated with cycling to school:

- The drop in cycling levels when children move from primary to secondary school
- The gender gap that sees girls cycling far less than boys on the school journey.

Beyond these two specific issues I Bike aims to increase the number children cycling to schools and in leisure time and to create a positive pro-cycling culture within participating schools with a legacy of long term behaviour change within the school communities.

During a year of engagement I Bike delivers an average increase in rates of regularly cycling of between 4.3% and 10.1% within participating schools.

I-bike began in August 2009 as a pilot scheme and we have now reached a total of 10 Edinburgh High Schools and 39 associated cluster primary schools.

## Public Bike Hire

Public Bike Hire schemes have had an important role in changing the perception of cycling in many of the cities where they have been implemented. As mentioned elsewhere, they can also have a significant role in helping people get around within city centres having arrived by public transport or car. Previous research suggests that there would be

substantial demand for public bike hire in Edinburgh and that the introduction of such a scheme could lead to a significant increase in cycling in the city.

Most existing schemes require substantial ongoing financial support to ensure their viability. In addition, the capital funding required to implement a scheme is substantial and funding this from existing cycle budgets would have a negative impact on delivering cycling infrastructure and attracting external funding.

Bearing in mind the potential positive impacts but also the current difficult financial circumstances, the Council will explore alternative business models and seek opportunities to progress a scheme that does not impose a need for ongoing subsidy.

## The Spokes Cycle Map of Edinburgh

Now in its 9th edition, having sold over 80,000 copies since the first edition in 1987, the map continues to help cyclists find their way around the city.

Spokes also publishes cycle maps of East, West and Midlothian which, in addition to helping local people from those areas, contribute to leisure cycling opportunities for Edinburgh residents.

## The Bike Station

The Bike Station is Edinburgh's bicycle recycling and cycling promotion charity. The Charity repairs unwanted bikes and puts them back on the road as well as providing cycle training and bike maintenance tuition. The Bike Station receives a grant from the City of Edinburgh Council in recognition of its role in recycling older bikes each year.

The Bike Station works with a variety of partners from the public and private sectors, providing a comprehensive range of services to support and maintain cycling, to create new cyclists and to support others in their efforts to increase cycling. These include:

- cycling promotion
- accredited cycle training;
- bicycle maintenance training;
- bicycle recycling;
- reconditioned bikes;
- workshop facilities; and
- workplace cycling support.

# Delivering the Plan in Partnership

## Active Travel Steering Group

The Active Travel Steering Group includes representatives from several Council departments, Sustrans, Paths for All, NHS Lothian, Spokes and Living Streets. Its primary remit is to oversee the delivery of the initiatives in the ATAP.

## Active Travel Forum

The Active Travel Forum was established in late 2014, replacing the previous Cycle Forum. At present it has Walking and Cycling Sub Forums though this structure is under review. The remit of the Active Travel Forum is:

*"To provide a city wide Active Travel Forum of experts and citizens to consider the positive and collective roles of walking and cycling in our future transport system and lifestyle needs.*

*The Active Travel Forum aims to effectively scrutinise, influence and enhance the city's strategies and services relating to transport, place making and leisure, to promote increased levels of walking and cycling.*

*It is a consultative body to inform the strategic direction of medium to long term plans, budgets and integration, and review the delivery of current policy to promote its positive results and maintain the case for active travel. It maintains a relationship with the Active Travel Action Plan Steering Group, Transport Forum, and Cycling and Walking Forums."*

Its members include:

- Causey Development Trust
- CityCyclingEdinburgh
- CTC
- Cycling Scotland
- Edinburgh Festival of Cycling
- Health Walking Groups Consortium
- Living Streets Edinburgh
- NHS Lothian
- Paths for All
- Pedal on Parliament
- Ramblers Scotland
- RBS Bicycle User Group
- SEStran
- Spokes
- Sustrans
- Universities Consortium, and
- Members of the public.

# Monitoring and review

## Monitoring

We have been working to upgrade our Active Travel Monitoring and now have over 20 cycle counters across the city. The technology of reliable automated pedestrian counting has only very recently become affordable. With this in mind we are currently (early 2016) installing a batch of these counters in a mix of on street and off-street locations.

The Council participated in Sustrans' Bike Life 2015 project, which reports on progress towards making the city an attractive place for cycling as an everyday means of travel.

Monitoring improvements, reporting accurate statistics and illustrating progress toward our objectives is an important way to demonstrate that key outcomes are being achieved. It can also be helpful in changing attitudes toward active travel through demonstrating the significance of its role and the impact of investment.

## Review

The ATAP will only retain its relevance and effectiveness if it is regularly updated. A review of the plan was carried out in 2013 and this version was developed in late 2015. The reviews have measured progress on the actions as well as updated them. In addition, regular assessments ensure that the ATAP reflects current Government and Council policy and meets the needs of the travelling public. A further review is expected to be conducted in late 2017.

## Monitoring

| Target/Objective   | Indicator   | Status  |
|--|---|---|
| Walking<br>All trips ;, 35% by 2020<br>To work: 21% by 2020                                    | Modal share derived from census data factored by counts.  | City centre peak hour cordon counts were the only source of reliable data from 2011. Automatic counter network being extended and data management upgraded. |
| Cycling<br>Journey to work: 15% by 2020<br>All trips: 10% by 2020                              | Modal share derived from census data factored by cycle counts.  | Counter network being extended and data management upgraded.  |
| Increase in percentage of children walking and cycling to school.                              | Walking and cycling to school measured by the Sustrans Annual Hands Up survey   | See left  |
| Reduction in casualty rate for walking and cycling (per km travelled) by 50% from 2010 to 2020 | Casualties factored by indicator of distance travelled  | Count data should be available from 2016 to allow calculation of these indices  |
| 100% of primary school children provided with cycle training to national standard by 2020      | % of primary school children taking part in the scheme.   | Regular monitoring in place   |
| Increasing satisfaction with the cycle and pedestrian environment                              | % of people stating satisfied and highly satisfied with cycling and walking in Edinburgh  | Edinburgh Peoples Survey and Bike Life survey.  |
| Increase in bike ownership.  | Edinburgh households with access to a bicycle   | Monitored in SHS but data not accurate enough for year to year comparison. BikeLife survey collecting data  |
| Year on year increase in health benefits of cycling.   | Maximum biannual benefit: total value of reduced mortality due to the level of cycling calculated by using the WHO's Health Economic Assessment Tool. | Calculated as part of BikeLife project.   |
| Reduction in cycle theft.  | Number of bicycles theft per annum  | Source: Police Scotland   |

| Action No.                       | Sub Action | Previous No. | Action   | Time-scale   | Priority Action | Description of changes   | Scale of Change |
|----------------------------------|------------|--------------|--|--------------|-----------------|--|-----------------|
| <b>APPENDIX A: JOINT ACTIONS</b> |            |              |  |              |                 | Key to Scale of Change<br>- None * Minor ** Significant *** New Action   |                 |
|                                  |            |              | <b>Design, Audit and Training</b>  |              |                 |  |                 |
| J1                               |            | J3           | Complete and implement new street design guidance that prioritises the role of streets as places for people, in particular setting out an approach to design that is inclusive of people with disabilities and encourages travel on foot, by bike and by public transport. Ensuring that the guidance deals effectively with the issue of 'de-cluttering.' |              | ✓               | Significant: updated to reflect progress. Made more specific. Introduction of sub-actions with relevant time-scales. | **              |
|                                  | A          |              | Produce detailed Factsheets for street design guidance to enable full implementation of the new approach.  | End 2016     |                 |  |                 |
|                                  | B          |              | Training sessions for potential users of the guidance, for instance engineers and practitioners, with groups of people with special needs including visually /mobility impaired people and cyclists.   | End 2016     |                 |  |                 |
|                                  | C          |              | Implement Street Design Guidance, including through introducing street improvements as part of renewals projects.  | From 2016/17 |                 |  |                 |
|                                  | D          |              | Monitor and report on the effectiveness of implementation of the new design guidance. First report expected end of 2016 and a second report by the end of 2017. See also J5.   | 2016<br>2017 |                 |  |                 |
|                                  |            |              | <b>Network Development</b>   |              |                 |  |                 |
| J2                               |            | W19          | Develop and bring for Committee approval a protocol and action plan dealing with pedestrian, cycle, public transport and other traffic priorities at signalled crossings and junctions, with actions commencing with Princes Street and the city centre. Commence implementation of identified actions.  | Spring 2017  | ✓               | Significant: action widened to cover all modes of transport rather than solely pedestrians. Made more specific.      | **              |

| Action No. | Sub Action | Previous No.                   | Action   | Time-scale | Priority Action | Description of changes       | Scale of Change |
|------------|------------|--------------------------------|--|------------|-----------------|------------------------------|-----------------|
| J3         |            | J6<br>J14<br>W12<br>C10<br>C25 | Use the development of the Council's website and smart phone apps to deliver more opportunities for people to suggest active travel improvements, for instance; new connections, dropped kerbs, parking restrictions or to report problems.  | Ongoing    |                 | Minor:<br>combine actions.   | *               |
| J4         |            | J9                             | Roll out 20mph speed limits across Edinburgh.  | 2016-17    | ✓               | Updated to reflect progress. | *               |
| J5         |            | J10                            | Maximise opportunities to encourage walking and cycling as part of the Planning process for new developments to include site location, bike routes and access, bike storage and parking, monitoring and the enforcement of planning conditions. Review operation of the process, integrated with the review of introduction of the Street Design Guidance. | Ongoing    | ✓               | Wording made more specific.  | *               |
| J6         |            | J8                             | Work with Historic Environment Scotland to improve conditions for cycling and walking in Holyrood Park.  | Ongoing    |                 | No change                    | -               |
| J7         |            | W7                             | Review and upgrade pedestrian and cycle access to railway stations:  |            |                 | Minor: now a joint action.   | *               |
|            | A          | W7                             | Haymarket Station: in particular seek to deliver a new access point from Dalry Road.   | 2018       |                 |                              | *               |
|            | B          | W8                             | Waverley Station: in particular seek to upgrade access via Calton Road and on the Waverley Bridge ramps.   | 2018       |                 |                              | *               |
|            | C          | J5A                            | Review and upgrade pedestrian and cycle routes to smaller stations in Council area.  | -          |                 |                              | *               |
| J8         |            | W35                            | Based on a review of the off-road path network for seating provision, produce a phased programme of improvements.  | 2017       |                 | Updated to reflect progress. | *               |
|            |            |                                | <b>Maintenance and Renewals</b>  |            |                 |                              |                 |
| J9         |            | J13                            | By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works.   | Ongoing    |                 | No change                    | -               |

| Action No. | Sub Action | Previous No.           | Action   | Time-scale | Priority Action | Description of changes  | Scale of Change |
|------------|------------|------------------------|--|------------|-----------------|---|-----------------|
|            |            |                        | <b>Schools</b>   |            |                 |   |                 |
| J10        |            | J15                    | Continue Safe Routes to School programme.  | Ongoing    |                 | No change   | -               |
| J11        |            | J16                    | Continue developing School Travel Plans, including encouraging Public Transport use.   | Ongoing    |                 | No change   | -               |
| J12        |            | C40                    | Incorporate cycling and walking issues and activities into the Curriculum for Excellence regarding physical activity, sport and health, with assistance from Sustrans and NHS Lothian.   | 2018       | ✓               | Minor: made more specific   | *               |
|            |            |                        | <b>Marketing, Promotion and Signing</b>  |            |                 |   |                 |
| J13        |            | J19-23, W28-34, C35-53 | Implement Active Travel Marketing and Communications Strategy to coordinate relevant initiatives. This will promote cycling and walking for travel, physical activity, recreation and health, including promoting the health benefits for people of all abilities. The implementation of the Strategy will continue to be co-ordinated by the ATAP Steering Group. | Ongoing    | ✓               | Significant: combine actions into one. However the amount of activity being undertaken has significantly increased. | **              |
|            |            |                        | <b>Monitoring and Review of ATAP</b>   |            |                 |   |                 |
| J14        |            | J30                    | Review progress toward ATAP actions every two years and update priority actions. In 2018, produce an update that extends the ATAP to 2025 or beyond.   | Jan 2018   |                 | Significant: introduction of proposed extension of ATAP beyond 2020 in 2018.  | **              |
| J15        |            | J31                    | Collect and publish monitoring data to enable assessment of progress against ATAP targets and indicators. Between 2015 and 2017 do this through the Sustrans 'Bike Life' project.  | Annually   |                 | Updated to reflect participation in Bike Life project.  | *               |



| Action No.                         | Sub Action | Previous No. | Action   | Time-scale   | Priority Action | Description of changes                                | Scale of Change |
|------------------------------------|------------|--------------|--|--------------|-----------------|---|-----------------|
|                                    |            |              | <b>Seeking Legislative Change</b>  |              |                 |   |                 |
| J16                                |            | J32          | Continue discussions with the Scottish Government with a view to securing legislation to tackle footway parking.   | Ongoing      | ✓               | No change   | -               |
| J17                                |            | J33          | Continue to encourage the Scottish Government to consider reducing the default urban speed limit from 30mph to 20mph.  | Ongoing      |                 | No change   | -               |
| <b>APPENDIX B: WALKING ACTIONS</b> |            |              |  |              |                 |   |                 |
|                                    |            |              | <b>Priority Corridors and Areas</b>  |              |                 |   |                 |
| W1                                 |            | W1<br>W2     | Develop and implement a prioritised list of pedestrian corridor/area improvements and implement. Initial priorities include:<br>Morrison Street<br>Princes Street – reduce pedestrian delays<br>George Street<br>Frederick Street and Hanover Street improvements as part of renewals projects<br>Calton Road access to Waverley Station<br>Royal Mile - Canongate improvements. | 2016 to 2018 | ✓               | Minor: combine actions and listing of priority areas. | *               |
| W2                                 |            | W3<br>J5     | Further refine prioritisation of footway maintenance to better reflect amount and type of use.   | 2016         |                 | No change   | -               |
|                                    |            |              | <b>Crossings and Junctions - General</b>   |              |                 |   |                 |
| W3                                 |            | New          | Develop an inventory of dropped kerbs (including quality/suitability issues), junction treatments and guardrail to enable prioritisation of improvements. (Phase 1 covering tenement areas, shopping streets and areas of multiple deprivation will be delivered in Spring 2016. Further phases are dependant on funding).   | Spring 2016  | ✓               | New action  | ***             |

| Action No. | Sub Action | Previous No. | Action  | Time-scale  | Priority Action | Description of changes   | Scale of Change |
|------------|------------|--------------|---|-------------|-----------------|--|-----------------|
| W4         |            | W13<br>A&B   | Build on the current approach of responding to local requests for dropped kerbs to develop and implement programmes that proactively address need (e.g. access to health centres).  | 2016/17     |                 | Minor: combine actions   | *               |
| W5         |            | W14<br>W18   | Continue the programme of pedestrian crossing and pedestrian phase installations while ensuring that solutions do not create pinch points for cyclists.   | Ongoing     | ✓               | Minor: combining of actions and mention of cyclist pinch points. | *               |
| W6         |            | W15<br>W16   | If resources permit, undertake a programme to examine the usage of existing pedestrian crossing facilities and identify if existing or new installations are required, or whether alternative arrangements would work better.   | -           |                 | Minor: combine actions   | *               |
|            |            |              | <b>Crossings and Junctions - Traffic Signalled Junctions</b>  |             |                 |  |                 |
| W7         |            | W17          | Develop and then commence implementation of a programme for reviewing all pedestrian phases and crossing clearance times in accordance with current best practice and making modifications where necessary.   | Summer 2017 |                 | No change  | -               |
| W8         |            | W20          | Pilot a formal diagonal or 'X' crossing, which allows pedestrians to cross in all directions, at one or more junctions. Extend if successful.   | -           |                 | Minor: revised wording for clearer explanation.                  | *               |
|            |            |              | <b>Improving Footways including Tackling Footway Obstructions</b>   |             |                 |  |                 |
| W9         |            | W21          | Apply process for review and removal of guardrailing to both reviewing existing and installing new guardrailing. Provide replacement cycle parking if the removed guardrail was useful as/used for cycle parking, unless doing so would significantly obstruct pedestrian movement. Between 2016 and 2018 review all existing guardrail in Edinburgh. | 2016-18     | ✓               | Significant: further commitment to review all guard-railing.     | **              |
| W10        |            | New          | Introduce street improvements assessments and, where there is scope for significant change, consultation into the design process for footway renewals projects.   | 2016-18     | ✓               | New proposal   | ***             |

| Action No.                         | Sub Action | Previous No. | Action  | Time-scale    | Priority Action | Description of changes               | Scale of Change |
|------------------------------------|------------|--------------|---|---------------|-----------------|--------------------------------------|-----------------|
| W11                                |            | W24          | Depending on the progress of the Footway Parking and Double Parking (Scotland) Bill, that may remove the need for this action, develop and then commence implementation of a programme to introduce 24 hour waiting restrictions (and loading restrictions if necessary) at all pedestrian crossing points, junctions and school or playground/park entrances within the Controlled Parking Zone. | 2016          | ✓               | Minor: amended name of current Bill. | *               |
| W12                                |            | W10          | Take forward a footway parking ban when possible.   | -             |                 | No change                            | -               |
|                                    |            |              | <b>Integration with Public Transport</b>  |               |                 |                                      |                 |
| W13                                |            | W9           | Implement a programme for improving access to bus and tram stops (i.e. walking routes to and from stops) with an initial target of 20 bus stops per year.   | Start 2016/17 | ✓               | Minor: amended dates.                | *               |
|                                    |            |              | <b>Signing</b>  |               |                 |                                      |                 |
| W14                                |            | W27          | Enhance and upgrade city centre pedestrian signing.   | -             |                 | No change                            | -               |
| W15                                |            | W34          | Publicise walking routes and paths that are particularly suitable for people with disabilities.   | -             |                 | Minor: wording                       | -               |
| <b>APPENDIX C: CYCLING ACTIONS</b> |            |              |   |               |                 |                                      |                 |
|                                    |            |              | <b>Network Development – QuietRoutes Network</b>  |               |                 |                                      |                 |
| C1                                 |            | C1           | Produce outline proposals, including costs, for all routes to enable input to Planning process and other projects.  | Spring 2016   | ✓               | No change                            | -               |
| C2                                 |            | C2A          | Fill key gaps in the Quiet Routes cycle network/national cycle network routes, and link network to key destinations. <b>Key projects for design and implementation from 2016 to 2018 are listed below. Several have significant implementation costs and progress will depend on securing match funding.</b>  |               | ✓               | Significant: amended project list.   | **              |
|                                    | A          | C2B to C2N   | Meadows to Union Canal.   | 2017          |                 |                                      |                 |

| Action No. | Sub Action | Previous No. | Action   | Time-scale | Priority Action | Description of changes        | Scale of Change |
|------------|------------|--------------|--|------------|-----------------|-------------------------------|-----------------|
|            | B          |              | Roseburn to Leith Walk and Waterloo Place via George Street.   | 2017-20    |                 |                               |                 |
|            | C          |              | Roseburn to Union Canal.   | 2017-20    |                 |                               |                 |
|            | D          |              | Roseburn to Edinburgh Park and Gyle upgrades   | 2017-20    |                 |                               |                 |
|            | E          |              | Meadows to city centre via George IV Bridge – design and consultation.   | 2016-17    |                 |                               |                 |
|            | F          |              | Leith to Portobello (Leith Links to Water of Leith).   | 2017-18    |                 |                               |                 |
|            | G          |              | A8 Gyle to Newbridge.  | 2016-17    |                 |                               |                 |
| C3         |            | C12          | Carry out a programme of installing lighting (LED and conventional) on off-road paths.   | 2016       |                 | No change                     | -               |
|            |            |              | <b>Network Development - Cycle Friendly City</b>   |            |                 |                               |                 |
| C4         |            | C4           | Implement corridor and area based upgrades to the cycling environment, aimed at making cycling attractive for a wide range of local trips.   |            | ✓               | Minor: combine actions.       | *               |
|            | A          | C3A          | Implement a programme of local upgrades to improve safety, accessibility and connectivity for cyclists, including:<br>Marchmont to the University of Edinburgh King's Buildings<br>Calton Road to Leith Walk link<br>Lothian Road to Queensferry Street/ Charlotte Square<br>Eyre Place and Broughton Road – traffic signal cycle phase<br>Bread Street and Morrison St (Lothian Rd to Semple St) contra flow. |            |                 | Minor: specified project list | *               |
|            | B          | New          | Amend existing road closures to allow cycle access through them to improve cycle accessibility. Initial locations will include Coalhill, East Scotland Street Lane, Gayfield Square, and West Bowling Green Street.  |            |                 | New sub-action                | ***             |
|            | C          | C3B          | In consultation with ATAP partners, review the options for rolling out Cycle Friendly City approach to other areas and prepare a programme for any rollout.  | 2016-17    |                 | No change                     | -               |
| C5         |            | C4           | Upgrade conditions for cycling on main roads   | Ongoing    | ✓               | Minor: combine actions        | *               |

| Action No. | Sub Action | Previous No.      | Action   | Time-scale | Priority Action | Description of changes                            | Scale of Change |
|------------|------------|-------------------|--|------------|-----------------|---|-----------------|
|            | A          |                   | Review provision for cyclists on main roads, including considering parking and loading restrictions and different options for degree of segregation from motor traffic.                          | 2016       |                 |   | *               |
|            | B          |                   | Commence implementation of improvement programme based on review.  | 2017       |                 |   | *               |
| C6         |            | C11               | Implement a programme of exemption of cyclists from one-way restrictions.  | 2017-18    |                 | No change   | -               |
| C7         |            | C13               | Implement a programme to modify kerbs at entry and exit points of cycleways and shared paths ensuring they are flush, free of obstructions (for bikes, trailers and tandems) and clearly marked. | 2016-17    | ✓               | No change   | -               |
| C8         |            | New               | Ensure that future motor vehicle prohibitions and road closures continue to allow cycle access.  | Ongoing    |                 | New Action  | ***             |
| C9         |            | C14<br>A&B<br>C22 | Prepare and implement a programme for installing additional Advanced Stop Lines. Introduce new or refresh existing Advanced Stop Lines when junctions are redesigned or resurfaced.              | -          |                 | Minor: combine actions                            | *               |
|            |            |                   | <b>Network Development – General</b>   |            |                 |   |                 |
| C10        |            | C18<br>A&B        | North Edinburgh Path network access upgrade.   |            |                 | Minor: combine actions                            | *               |
|            | A          |                   | Review accesses to the North Edinburgh path network and draw up a programme of improvements.   | 2016-17    |                 |   | -               |
|            | B          |                   | Implement improvements to North Edinburgh path network accesses.   | 2017-20    |                 |   | *               |
| C11        |            | C20               | Implement further signing during 2015 to 2018 starting with the Quiet Routes on:   |            |                 | Minor: combine actions and more specific wording. | *               |
|            | A          |                   | North Edinburgh path network.  | Ongoing    |                 |   |                 |
|            | B          |                   | QR61 – Gilmerton to Roslin.  | 2015/16    | ✓               |   |                 |
|            | C          |                   | QR7 – City centre to Pentlands.  | 2015/16    |                 |   |                 |

| Action No. | Sub Action | Previous No. | Action  | Time-scale | Priority Action | Description of changes   | Scale of Change |
|------------|------------|--------------|---|------------|-----------------|--|-----------------|
|            |            |              | <b>Maintenance</b>  |            |                 |  |                 |
| C12        |            | C22          | Institute regular prioritised and programmed maintenance of cycle lanes, advanced stop lines, (including white lines, surfacing and cycle symbols) and cycle signing.                         | 2017       | ✓               | Minor amendment (removal of reference to 'coloured' surfacing) to reflect fact that lanes are being surfaced with red-chipped asphalt. | *               |
| C13        |            | C23          | Refine and implement programme of maintenance of surfaces, vegetation and lighting on off-road routes, including non-adopted paths.   | 2017       |                 | Minor: removal of reference to winter maintenance. (Implemented)   | *               |
| C14        |            | C24          | Through appointment of a co-ordinator, encourage greater community involvement and 'ownership' of the off-road cycle path network and strengthen volunteer involvement in future maintenance. | -          |                 | No change  | -               |
| C15        |            | New          | Establish a protocol to introduce street improvement assessments for roads being resurfaced under the capital roads replacement programme to identify potential cycle improvements.           | Ongoing    |                 | New action   | ***             |
|            |            |              | <b>Cycle Parking - On-Street</b>  |            |                 |  |                 |
| C16        |            | C26          | Review and upgrade city centre cycle parking. Install at least 100 additional cycle racks per year between this action and C17.   | Ongoing    | ✓               | Minor: more specific wording.  | *               |
| C17        |            | C27          | Carrying out a programme of reviewing and upgrading "town centre" bike parking. See C16 regarding numbers.  | -          |                 | Minor: more specific wording.  | *               |
| C18        |            | C28          | Continue programme of assessing and installing bike parking on request.   | Ongoing    |                 | No change  | -               |

| Action No. | Sub Action | Previous No. | Action  | Time-scale | Priority Action | Description of changes  | Scale of Change |
|------------|------------|--------------|---|------------|-----------------|---|-----------------|
|            |            |              | <b>Cycle Parking - Major destinations</b>   |            |                 |   |                 |
| C19        |            | C29          | Review and upgrade cycle parking at major destinations, such as; cinemas, festival venues, hospitals, sports centres, libraries and other Council facilities.   | -          |                 | No change   | -               |
|            |            |              | <b>Cycle Parking - Residential</b>  |            |                 |   |                 |
| C20        |            | C32          | Disseminate guidance on cycle parking for tenements/flats.  | Ongoing    |                 | No change   | -               |
| C21        |            | C33          | Consider the results of the pilot project and if successful carry out a scaled-up implementation of on-street residential bike parking.   | March 2016 |                 | Significant: updated to reflect completion of pilot.  | **              |
| C22        |            | C34          | Funding permitting, pilot improved bike parking for existing social housing.  | -          |                 | No change   | -               |
|            |            |              | <b>Schools and Training</b>   |            |                 |   |                 |
| C23        |            | C35          | Implement measures to increase the number of primary age children from P6 onwards receiving cycle training to; <ul style="list-style-type: none"> <li>• 70% by 2016/2017 (2794) and</li> <li>• 72% by 2017/18 (3078).</li> </ul>    | Ongoing    | ✓               | Significant: Targets have had to be revised to reflect difficulty in reaching 100% coverage with current staff resource and volunteer trainers. | **              |
| C24        |            | C38 J17      | Take action to encourage increased cycling by secondary age pupils/teenagers, including continuing to support the Sustrans' I-Bike Scheme.  |            |                 | Minor: Combining of two previous actions.   | *               |
|            |            |              | <b>Leading by Example</b>   |            |                 |   |                 |
| C25        |            | C58          | As part of the Road Safety Plan, a cycle safety working group of key stakeholders will meet twice yearly to discuss incident data analysis, and agree relevant interventions including awareness raising, enforcement and training. | -          |                 | No change   | -               |

| Action No. | Sub Action | Previous No. | Action  | Time-scale | Priority Action | Description of changes   | Scale of Change |
|------------|------------|--------------|---|------------|-----------------|--|-----------------|
|            |            |              | <b>Integration with Public Transport</b>  |            |                 |  |                 |
| C26        |            | C59          | Work with the rail industry to provide or improve bike parking facilities at train stations and bike hubs.                      | -          |                 | No change  | -               |
| C27        |            | C60          | Introduce 'Station Travel Plans' and a 'Safe Routes to Stations' programme.   | -          |                 | No change  | -               |
| C28        |            | C61          | Consider a pilot bus bike carriage scheme for an appropriate urban to rural route.  | -          |                 | No change  | -               |
|            |            |              | <b>Bike Share/Public Bike Hire</b>  |            |                 |  |                 |
| C29        |            | C62          | Subject to availability of finance, support the development and implementation of a bike share or public bike hire scheme.      | 2016-17    | ✓               | Minor: more specific and removal of reference to small-scale.          | *               |
|            |            |              | <b>Bike Theft and Abandoned Bikes</b>   |            |                 |  |                 |
| C30        |            | C41<br>C63   | Support Police Scotland's bike theft prevention schemes such as the bike register scheme to help reduce bike theft in the city. | Ongoing    |                 | Minor: Merging of two actions and updating to reflect Police Scotland. | *               |
| C31        |            | C25          | Support and facilitate initiatives to deal with abandoned bikes.  | Ongoing    |                 | Minor: updated to reflect progress.                                    | *               |



## Appendix D: The charter of Brussels, Velo-City 2009

Undersigned cities commit themselves:

1. To set a target of at least 15% for the share of cycling in the modal split of trips for the year 2020 and of further growth if this target already achieved
2. To set a target of – 50% for cyclists running the risk of having a fatal accident for the year 2020
3. To work on a bicycle parking and ‘anti bicycle theft policy’
4. To participate in and to set up projects to increase cycling to school and work
5. To contribute to more sustainable tourism by investing in measures to improve and to increase bicycle tourism
6. To cooperate closely with the bicycle user organisations, the bicycle retailers organization and the bicycle industry organizations and other stakeholders as the police, consultants and expertise centres, architects and builders of infrastructure to achieve the targets, and call upon all other European cities to follow our example.

This city, together with all the other cities signing this charter, call upon the European Commission and the European Parliament:

1. To set a target of at least 15% for the share of cycling in the modal split of trips in Europe for the year 2020
2. To establish the post of European Bicycle Officer in the administration of the European Commission
3. To create a parliamentary intergroup ‘Cycling’ in the European Parliament
4. To put adequate budgets at the disposal of European programs for the financial support of cities and NGOs promoting cycling in Europe.

Furthermore, the signers of this charter call upon all authorities worldwide, at all levels to strongly promote cycling and to incorporate cycling into all areas of policy (health, spatial planning, city management, economy, mobility and traffic, leisure, sports, tourism).

## Appendix E: Stakeholder consultation

The original Active Travel Action Plan was delivered in 2010 after extensive customer consultation and a workshop with stakeholders to discuss the possible actions to include within the plan.

This review has followed those same principles of customer engagement and discussion to identify the key priorities for pedestrians and cyclists in Edinburgh over the next two years. This involved a wide range of partners, stakeholders, equalities groups and members of the public.

A special meeting of the Active Travel Forum was held on 18 June 2015 to allow partners and members of the public to have their say on which actions should be prioritised. This involved voting for preferred actions and gathering suggestions for new priorities to produce a draft action list.




The draft action list was then reviewed further at two sub-group meetings of the Active Travel Forum on 6 and 17 August 2015. This process helped to: reduce duplication within the action plan, better describe the actions and establish future priorities.

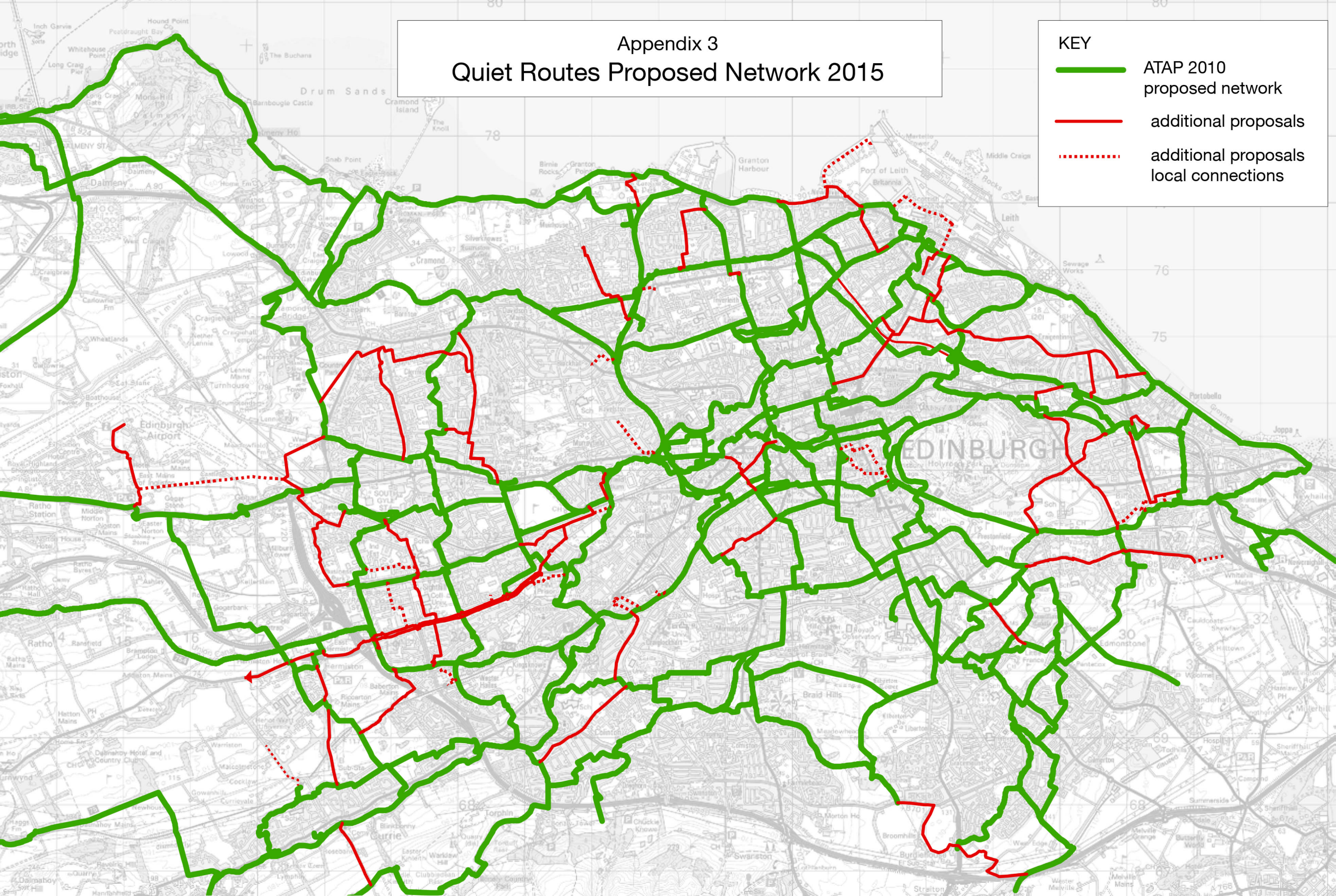
The action list was also discussed at Steering Group meetings on 4 August and 12 October 2015 where additional comments were taken into consideration from our partner organisations.

The finalised action list is included as Appendix 2 to the Active Travel Action Plan Review 2016 report submitted for approval to the Transport and Environment Committee in January 2016.

# Appendix 3 Quiet Routes Proposed Network 2015

## KEY

-  ATAP 2010 proposed network
-  additional proposals
-  additional proposals local connections



# Transport and Environment Committee

10am, Tuesday, 12 January 2016

## Transport for Edinburgh – Developing a Strategic Plan

|                   |     |
|-------------------|-----|
| Item number       | 7.8 |
| Report number     |     |
| Executive/routine |     |
| Wards             |     |

### Executive summary

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Transport for Edinburgh 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 Transport for Edinburgh holds the Council's share in Lothian Buses.

The Transport for Edinburgh Annual Performance Review was considered by Committee in August 2015, and since then the Transport for Edinburgh Board has instructed the company's incoming Chief Executive to develop a Transport for Edinburgh strategic company plan.

### Links

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|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P19</a> , <a href="#">P50</a>                         |
| Council outcomes         | <a href="#">CO8</a> , <a href="#">CO22</a> , <a href="#">CO26</a> |
| Single Outcome Agreement | <a href="#">SO1</a>   |

## Transport for Edinburgh – Developing a Strategic Plan

### Recommendations

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- 1.1 It is recommended that Transport and Environment Committee:
  - 1.1.1 notes the content of the report; and
  - 1.1.2 notes that the Transport for Edinburgh Strategic Plan will be reported to Committee later this year.

### Background

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- 2.1 At its meeting on 25 August 2015 the Transport and Environment Committee noted the contents of the Transport for Edinburgh – Annual Performance Review and requested a report within two cycles setting company targets for 2016.
- 2.2 At its meeting of 18 December 2015, the Transport for Edinburgh Board instructed the incoming Chief Executive to put in place the required project governance, plan and program to develop a Transport for Edinburgh Strategic Plan.
- 2.3 This plan will provide strategic direction and outcomes for the company and will inform the operational plans of Lothian Buses and Edinburgh Tram.

### Main report

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- 3.1 At its meeting on 19 November 2015, the City of Edinburgh Council received a report on the recruitment of a Chief Executive of Transport for Edinburgh, a Managing Director of Lothian Buses and a General Manager of Edinburgh Tram.
- 3.2 The Council agreed to delegate authority to the Chief Executive to provide the consents required to allow the successful candidates to be appointed. A further report, updated the Council, at its meeting on 10 December 2015. The new composition and membership of Transport for Edinburgh, Lothian Buses, and Edinburgh Tram were also reported to Council and form an appendix to this report.

- 3.3 At its meeting of 18 December 2015, the Transport for Edinburgh Board decided to develop a strategic plan, setting the strategic direction and outcomes for the company and its subsidiary companies, Lothian Buses and Edinburgh Tram. The Board agreed that the plan should be developed within the context of the Council's current Local Transport Strategy and approved draft Local Development Plan.
- 3.4 The Board instructed the incoming Chief Executive to develop project governance, and a program to develop a plan to meet the required timescales. It is important to undertake this work quickly as there are time imperatives especially associated with approving Lothian Buses new operating plan. The next meeting of the board is 4 March 2016 and in order to expedite progress, the board agreed to delegate authority to the Chair, in consultation with board members, to approve project management and resource plans.
- 3.5 The existing Lothian Buses operational plan expires at the end of 2016, and the company needs to develop a new plan to commence at the start of 2017. It is a requirement of the shareholder agreement between the Council, Transport for Edinburgh, and Lothian Buses that this plan be approved by the Council. Lothian Buses proposes to submit the plan to the Council for approval in September 2016.
- 3.6 It is important to develop operational plans at both Lothian Buses and Edinburgh Tram that facilitate and support wider Council and city ambitions. In particular, that they provide high quality integrated public transport which will assist with the planned growth and expansion of the city in a sustainable and environmentally acceptable way. The proposed Transport for Edinburgh strategic plan will provide the overarching strategic framework to enable this.
- 3.7 Both Lothian Buses and Edinburgh Tram have developed and agreed their budgets for 2016. These have been developed using the objectives and targets contained in their respective operational plans.
- 3.8 In the future specific operating company objectives and targets will be set within the framework of outcomes set in the Transport for Edinburgh Strategic plan.

## Measures of success

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- 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

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

## **Risk, policy, compliance and governance impact**

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

## **Equalities impact**

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

## **Sustainability impact**

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- 8.1 The principle operations 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 congestion and emissions.

## **Consultation and engagement**

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- 9.1 A working group comprising representatives of the Council, Lothian Buses and Edinburgh Trams have collaboratively developed the targets in this report.

## **Background reading/external references**

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Transport for Edinburgh – Annual Performance Review, Transport and Environment Committee, Tuesday 25 August 2015

Transport for Edinburgh – Recruitment of Senior Managers and Appointment of Directors to Boards, City of Edinburgh Council, 19 November 2015

Transport for Edinburgh – Changes to composition of company boards and appointment of Directors, City of Edinburgh Council, 10 December 2015

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times<br>P50 – Meet greenhouse targets, including the national target of 42% by 2020  |
| <b>Council outcomes</b>         | CO8 – Edinburgh’s economy creates and sustains job opportunities<br>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible<br>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives |
| <b>Single Outcome Agreement</b> | SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all  |
| Appendices                      | Appendix 1 Proposed Transport for Edinburgh, Lothian Buses and Edinburgh Tram board structure and membership   |



## APPENDIX 1 – PROPOSED BOARD MEMBERS

|                                | <b>Transport for Edinburgh</b>   | <b>Lothian Buses</b>  | <b>Edinburgh Tram</b>                          |
|--------------------------------|--|---|--|
| <b>Chair</b>                   | Lesley Hinds   | Jim McFarlane   | Charles Monhiem                                |
| <b>Executive Directors</b>     | George Lowder  | Richard Hall<br>Bill Campbell<br>Bill Devlin<br>Norman Strachan                                 |  |
| <b>Non Executive Directors</b> | Steve Cassidy<br>Joanna Mowat<br>Adam McVey<br>Nigel Bagshaw<br>Jim McFarlane<br>Charles Monhiem | Donald MacLeod<br>Tony Rose<br>Susan Deacon<br>Steve Cassidy<br>Mark Yexley<br>Charlene Wallace | Charlene Wallace<br>Andy Neal<br>George Lowder |
|                                |  | Employee Representative   |  |
|                                |  | George Lowder (Observer)  |  |
|                                | Council Observer   | Majority Shareholder Observer<br>Minority Shareholders Observer                                 | Council Observer                               |

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Public Utility Company Performance 2015/16 Quarter 2 (July, August and September 2015)

|               |     |
|---------------|-----|
| Item number   | 7.9 |
| Report number |     |
| Executive     |     |
| Wards         | All |

### Executive summary

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This report summarises the performance of Public Utility Companies (PUs) during the period July to September 2015 (Quarter 2), for the 2015/16 financial year.

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

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

|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P28</a> and <a href="#">P33</a>   |
| Council outcomes         | <a href="#">CO19</a> and <a href="#">CO26</a> |
| Single Outcome Agreement | <a href="#">SO4</a>                           |

## Public Utility Company Performance 2015/16 Quarter 2 (July, August and September 2015)

### Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee notes the report and the arrangements for securing an improved level of performance from all Public Utilities.

### Background

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- 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 roadworks. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived Edinburgh Road Works Ahead Agreement (ERWAA).
- 2.3 This report provides an update on developments that have occurred during the three month period of July to September 2015.

### Main report

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#### 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). This is 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 and performance information), to establish appropriate improvement objectives. The PU 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; and
  - following an appropriate grievance and dispute process, civil and/or criminal remedies.
- 3.6 Where improvements are not achieved following a Stage 2 plan, a report, containing all relevant evidence of the PU's failure to comply with its duties under the New Roads and Street Works Act, will be submitted to the Office of the Scottish Road Works Commissioner for information.

### **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. They involve the Council investigating all new reinstatements, or those still within their two year guarantee period.
- 3.10 The total number of all inspections carried out in Quarter 2 was 8,552, with the total for Quarters 1 and 2 shown in Graph 3.10A. The numbers carried out in each month of Quarter 2 are shown in Graph 3.10B. The number of inspections carried out in Quarter 2 has increased from that in the same period in 2014/15. This is a direct result of the initiative to increase inspections and the subsequent recruitment within the Roadwork Support Team, for this purpose. The cost of which is fully offset by projected income from compliance inspections.
- 3.11 The average pass rate for inspected reinstatements was 81.3%, against a target of 90%, as shown in Table 3.11. This is an improvement of 1.8% from Quarter 1, but a reduction of 5.7% since the end of 2014/15.

### **Sample Inspections**

- 3.12 The total number of sample inspections carried out in Quarter 2 was 445, with the breakdown between each inspection type shown in Table 3.12.
- 3.13 The percentage pass rate for each PU, at the end of Quarter 2, 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 Quarter 2 was 2,204, with the breakdown between each inspection type shown in Table 3.12.
- 3.15 The number of inspections carried out in Quarter 2 shows an increase of 1,005 inspections, when compared to the number carried out in the same period in 2014/15, as shown in Graph 3.15.

### **Utility Defective Apparatus**

- 3.16 The total number of outstanding defective apparatus at the end of Quarter 2 was 486, an increase of 26 on the previous quarter (a breakdown for each PU is shown in Table 3.16). There was a reduction in the number of outstanding defective apparatus of 27.7% when compared to the end of 2014/15.
- 3.17 The PU with the largest number of defective apparatus continues to be Scottish Water, with 373 items (as shown in Graph 3.17). Although this represents an increase of 40 defects since Quarter 1, Scottish Water has improved by 20.6% since March 2015 and by 32.9% since September 2014. Further improvement is required, with Scottish Water's remedial measures contained in its Stage 2 Improvement Plan. The monitoring period for the Improvement Plan ended on 31 October 2015.

- 3.18 During Quarter 2, Scottish Water's figures for outstanding defective apparatus increased each month. During the same period, Virgin Media and Scottish Power showed small decreases. For comparison, the figures for the end of the last four years are shown in Table 3.18.

### **Utility Defective Reinstatements**

- 3.19 At the end of Quarter 2, the total number of outstanding defective reinstatements in Edinburgh was 938, a reduction of 86 on the previous quarter, (a breakdown for each PU is shown in Table 3.19) and Graph 3.19. Scottish Water continues to be the PU with the largest number of defective reinstatements, although these reduced by 10% on the previous quarter. These defects are discussed at the bi-monthly liaison meetings and proposals to remedy the backlog are included in their Stage 2 Improvement Plans.

### **Registration and Fixed Penalty Notices (FPNs)**

- 3.20 All roadworks on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.21 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.
- 3.22 A comparison of the Council's registration failures is shown in Graph 3.22.
- 3.23 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 Quarter 2 is shown in Graph 3.23.
- 3.24 The total number of FPNs accepted by PUs in Quarter 2 was 268. A further 123 FPNs were accepted by other agents in relation to Road Occupation Permits eg skips, scaffolding, etc.

### **Improvement Plans**

- 3.25 At the time of writing this report the Roadwork Support Team is still assessing the data from the Scottish Road Works Register relating to performance of the PUs served with Improvement Notices.
- 3.26 Scottish Water, SGN, Scottish Power, Openreach and Virgin Media were served with a Stage 2 Improvement Notice on 8 June 2015.
- 3.27 The Stage 2 Improvement Plans submitted and implemented by each PU were monitored for 12 weeks up to 31 October 2015. The changes made to working practices are a permanent change and should continue beyond the end of the monitoring period.

- 3.28 The findings and recommendations, from the assessment of the Improvement Plans, will be reported to this Committee as part of the Quarter 3 report. The recommendations will also draw on the outcome of the meetings recently held between the CEOs of the PUs and the Convenor and Vice Convenor of the Transport and Environment Committee.
- 3.29 The assessment of each PU improvement will include the performance of each PU, during the 12-week period of its Improvement Plan and their performance figures for the 12-month period from 1 October 2014 to 30 September 2015. It will also consider the commitment from each PU to achieve the required improvement in performance and reduction in legacy defects.
- 3.30 The average pass rate of inspections within six months of the work being completed (Sample B) and inspections within three months of the end of guarantee period (Sample C) for the 12-month period were: Scottish Power 91.3%; Openreach 77.8%; Scottish Water 75.8%; SGN 83.5%; and Virgin Media 76.6%. Only Scottish Power achieved the 90% pass rate target.
- 3.31 Analysis of the performance figures for each PU, will determine which of the following steps will be taken:
- allowing a requested extension to the monitoring period;
  - submitting a report to the Office of the Scottish Road Works Commissioner, to inform them of the failure of the PU to achieve satisfactory performance;
  - approval of an increased attempt to reach the required performance;
  - proceeding to take civil and/or criminal remedies, following an appropriate grievance and dispute process; or
  - agreeing that no further action is needed if a satisfactory improvement in performance has been achieved.
- 3.32 The next steps will also be informed by the discussions between the PUs and the Convenor of the Transport and Environment Committee, with a letter informing them of the outcome issued during December 2015.
- 3.33 At the time of writing this report, four of the five PUs have improved their performance in Sample A inspections. Four out of five PUs demonstrated improvement in their Sample B inspections, with only two of the five showing improvement in Sample C inspections. Only one PU showed improvement in all three inspection types.

### **Performance Monitoring**

- 3.34 The figures and graphs referred to throughout this report are shown in Appendix A.

### **The Edinburgh Road Works Ahead Agreement (ERWAA)**

- 3.35 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.

- 3.36 CityFibre, SGN, Openreach and Scottish Water are the only PUs to have responded to date. CityFibre has confirmed that it is in favour of signing the agreement without any request for amendments. SGN has acknowledged its willingness to sign the agreement, subject to two areas of concern being addressed and Scottish Water wishes to discuss amendments to the agreement before signing.
- 3.37 As requested at the Committee meeting of 27 August 2015, letters were sent to the Chief Executive Officer of each Public Utility Company inviting them to a meeting to discuss their performance and their concerns with signing the agreement.
- 3.38 At the time of writing this report, meetings have been held with Scottish Water, Openreach and SGN, with a further meeting with Scottish Power to be held on 23 December 2015, with the Roadwork Support Team, to discuss the areas of the agreement they wish to amend.
- 3.39 The meetings held to date have been largely productive with positive responses from each PU regarding their performance improvements. Each PU discussed its plans for the future including improving performance. It was raised by Scottish Water and SGN that they have the majority of apparatus in the roads and pavements and suggested an addition to this report showing the proportion of defects to their total asset. It was agreed that this would be considered for future reports.
- 3.40 Meetings have still to be held with the Executive Officers of Scottish Power and Virgin Media.

## Measures of success

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- 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 is being measured by contacting residents in areas where a PU has completed a major scheme of work. Customer Satisfaction cards have not been issued during Quarter 2 owing to procurement issues with the contracted supplier.



## **Financial impact**

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- 5.1 The revenue streams associated with sample and repeat inspections of failed PU reinstatements exceeded the budget of £148,696 for Quarters 1 and 2. The total revenue from the charges levied for these activities was £200,046.
- 5.2 The cost of employing the additional Inspectors, is currently fully offset by the projected revenue received from the compliance inspections.

## **Risk, policy, compliance and governance impact**

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- 6.1 There is a risk that the condition of the road network could deteriorate if the 100% inspection of PU reinstatements is not maintained. If 100% inspections are not undertaken, there is a risk that defects would not be found and responsibility for their repair would fall to the Council.
- 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 poor performing PUs. This is currently being addressed by the use of formal Improvement Plans, as specified in Code of Practice for Co-ordination of Works in Roads.

## **Equalities impact**

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

## **Sustainability impact**

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

## **Consultation and engagement**

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- 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 detailed below, as required within the Code of Practice for the Co-ordination of Works in Roads.

- **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, Edintravel and the Tram Team.

## **Background reading/external references**

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

[Code of Practice for Inspections”, 3<sup>rd</sup> 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.](#)

### **Paul Lawrence**

Executive Director - Place

Contact: Stuart Harding, Performance Manager

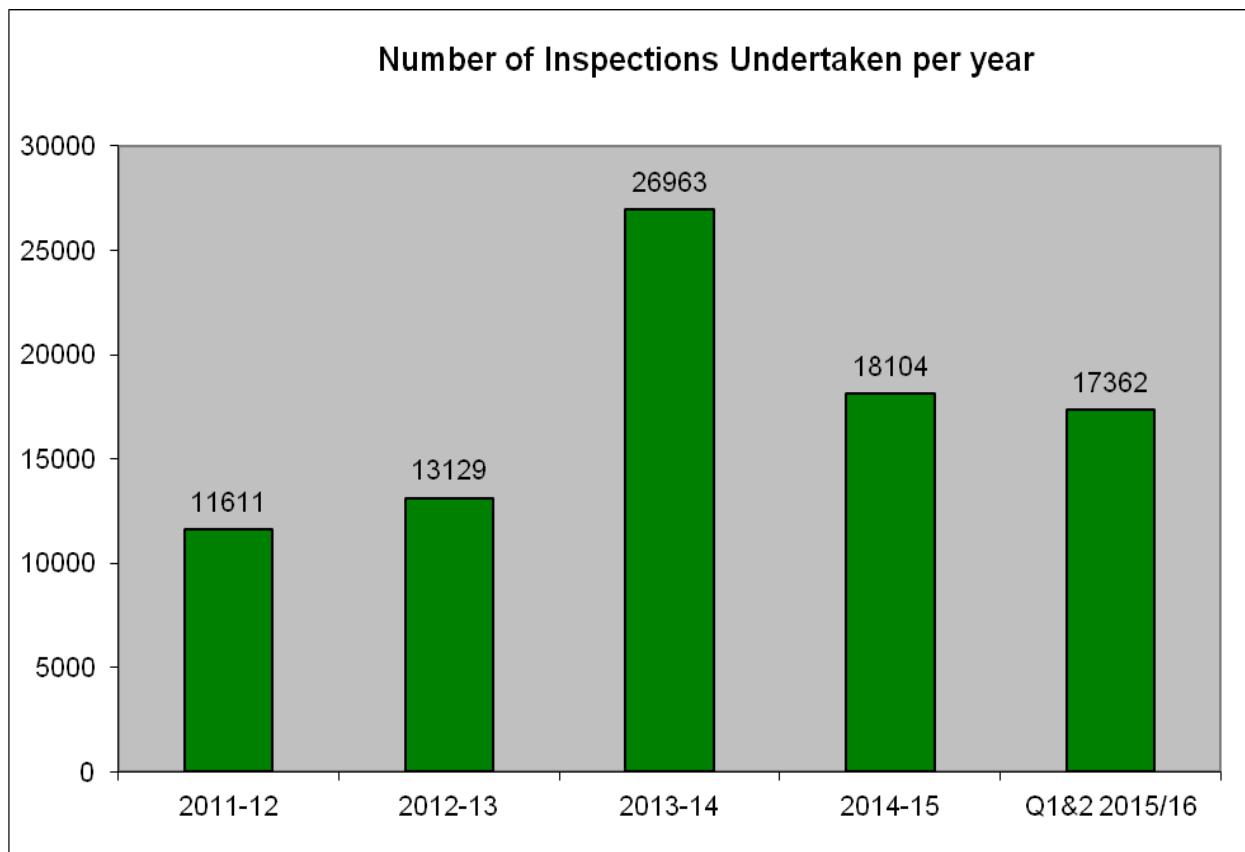
E-mail: [stuart.harding@edinburgh.gov.uk](mailto:stuart.harding@edinburgh.gov.uk) | Tel: 0131 529 3704

## Links

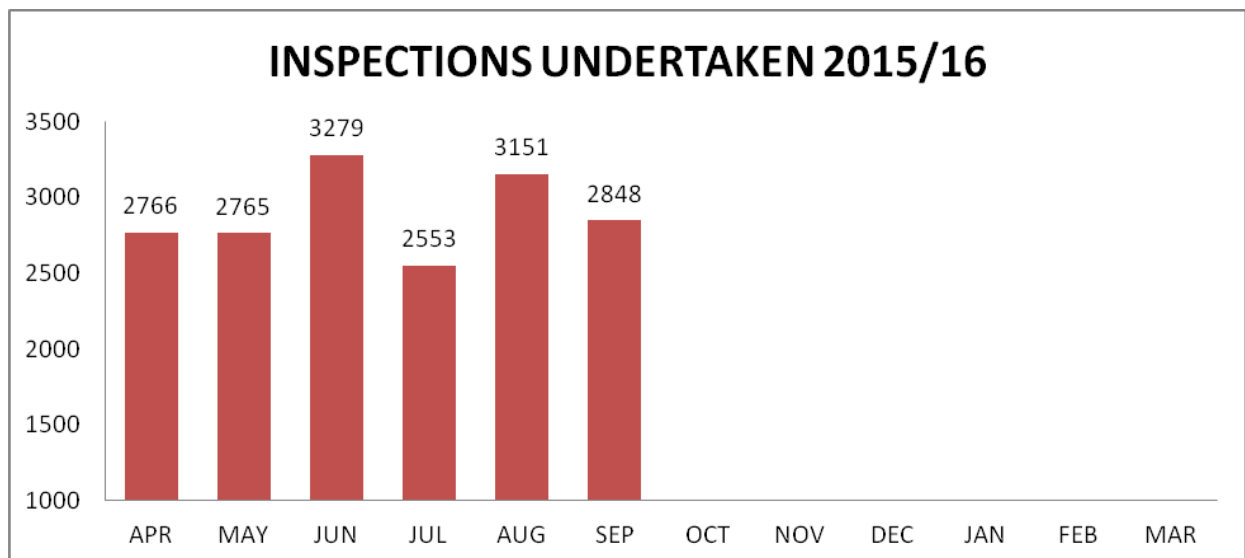
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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P28</b> - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.<br><b>P33</b> - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.   |
| <b>Council outcomes</b>         | <b>CO19</b> - 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.<br><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. |
| <b>Single Outcome Agreement</b> | <b>SO4</b> - Edinburgh’s communities are safer and have improved physical and social fabric.   |
| <b>Appendices</b>               | Appendix A - Utility Company Performance Information 2014/15   |

**Graph 3.10A**



**Graph 3.10B**



In Quarter 2 there were 8,552 inspections carried out. It is estimated that the target of 20,000 inspections will be exceeded this year.

**Table 3.11**  
Average pass rate for ALL PUs

|                                 | No of Failures    | % Pass Rate  |
|---------------------------------|-------------------|--------------|
| <b>SAMPLE INSPECTIONS</b>       | <b>194 / 6445</b> | <b>78.3%</b> |
| Category A                      | 25 / 121          | 73.5%        |
| Category B                      | 51 / 182          | 75.0%        |
| Category C                      | 18 / 142          | 87.0%        |
| <b>TARGET INSPECTIONS</b>       | <b>394 / 2204</b> | <b>78.6%</b> |
| Category A                      | 15 / 69           | 72.6%        |
| Category B                      | 210 / 962         | 75.8%        |
| Category C                      | 169 / 1173        | 87.5%        |
| <b>DEFECTIVE REINSTATEMENTS</b> | <b>574 / 2459</b> | <b>81.3%</b> |

The target minimum pass rate for all PUs is 90%.

**Table 3.12**  
Number of inspections for ALL PUs

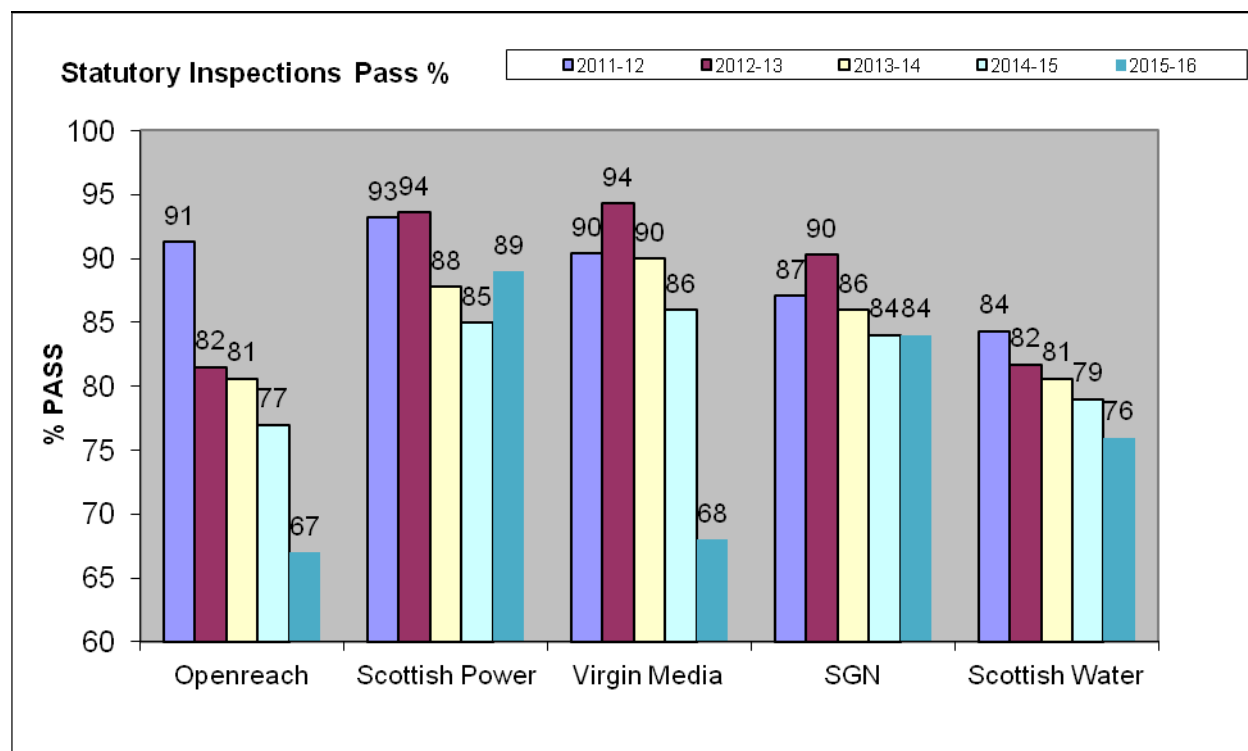
| TYPE                                 | CATEGORY A                                    | CATEGORY B  | CATEGORY C   | OTHER INSPECTIONS | TOTAL       |
|--------------------------------------|---|---|--|-------------------|-------------|
|                                      | Inspections during the progress of the works. | Inspection within six months of the work being completed. | Inspection within three months of end of guarantee period. |                   |             |
| <b>SAMPLE INSPECTION</b>             | 121   | 182   | 142  | -                 | <b>445</b>  |
| <b>TARGET INSPECTION</b>             | 69  | 962   | 1173   | -                 | <b>2204</b> |
| <b>DEFECTIVE APPARATUS</b>           | -   | -   | -  | 956               | <b>956</b>  |
| <b>DEFECTIVE REINSTATEMENT</b>       | -   | -   | -  | 4155              | <b>4155</b> |
| <b>INSPECTIONS RELATED TO CORING</b> | -   | -   | -  | 346               | <b>346</b>  |
| <b>OTHERS</b>                        | -   | -   | -  | 353               | <b>353</b>  |
| <b>TOTAL</b>                         | <b>190</b>                                    | <b>1144</b>   | <b>1315</b>  | <b>5589</b>       | <b>8552</b> |

**Table 3.13**

The table below shows the average percentage pass rate for Sample Inspections for each PU over Quarter 2. The target minimum pass rate for all PUs is 90%.

|           | Openreach | Scottish Power | Virgin Media | SGN | Scottish Water |
|-----------|-----------|----------------|--------------|-----|----------------|
| Pass Rate | 67%       | 89%            | 68%          | 84% | 76%            |

**Graph 3.13**



No PU achieved the target pass rate of 90% by the end of Quarter 2.

Graph 3.15

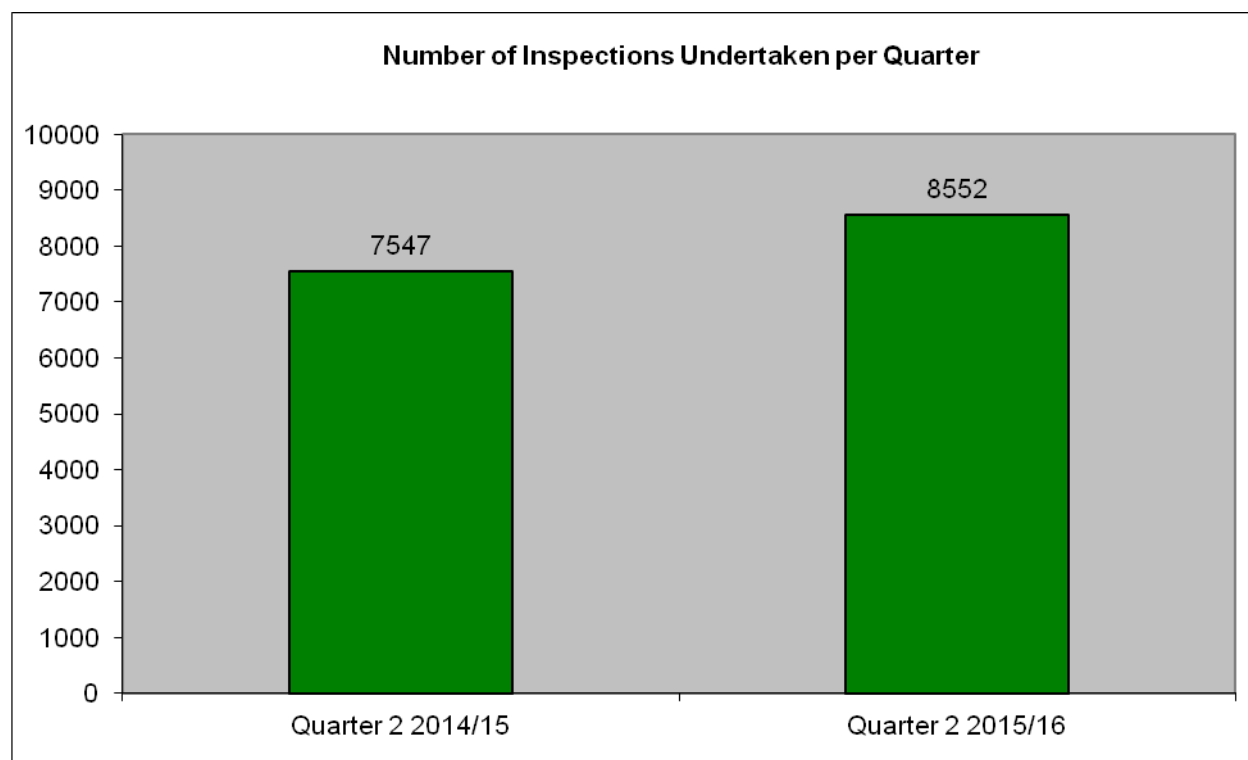
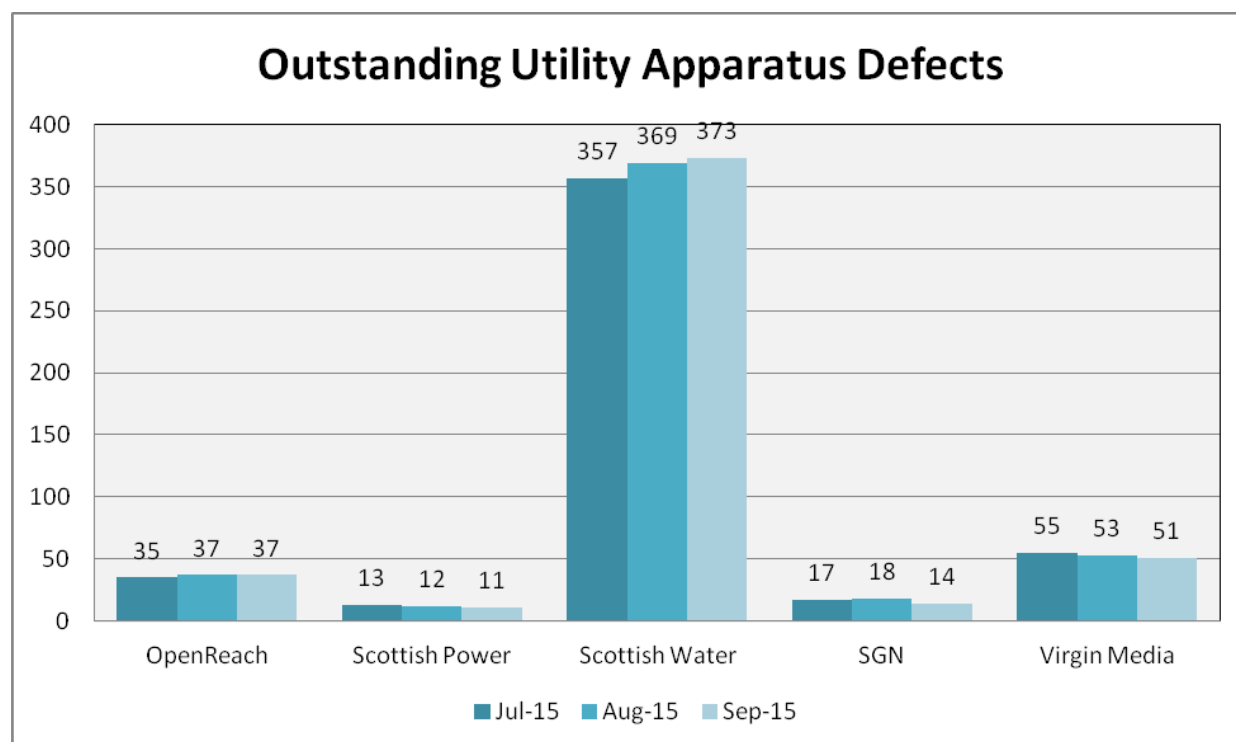


Table 3.16

The total number of outstanding Defective Apparatus for each of the past 4 Quarters is shown below.

| Utility               | Q3<br>(2014/15) | Q4<br>(2014/15) | Q1<br>(2015/16) | Q2<br>(2015/16) | Difference<br>Q4 to Q1 |
|-----------------------|-----------------|-----------------|-----------------|-----------------|------------------------|
| <b>SGN</b>            | 23              | 21              | 19              | 14              | -5 (-26.3%)            |
| <b>Scottish Water</b> | 685             | 462             | 333             | 373             | 40 (12.0%)             |
| <b>Openreach</b>      | 135             | 144             | 36              | 37              | 1 (2.7%)               |
| <b>Scottish Power</b> | 26              | 26              | 14              | 11              | -3 (-21.4%)            |
| <b>Virgin Media</b>   | 32              | 20              | 58              | 51              | -7 (-12.1%)            |
| <b>Totals</b>         | <b>901</b>      | <b>673</b>      | <b>460</b>      | <b>486</b>      |                        |

Graph 3.17



The high number of outstanding defects for Scottish Water (at 373) is a long standing issue, which has been raised as a specific concern and included in their Stage 2 Improvement Plan. Scottish Power, Virgin Media and SGN demonstrated an improvement in their number of defective apparatus in Quarter 2, with Openreach having a slight increase.

Table 3.18

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

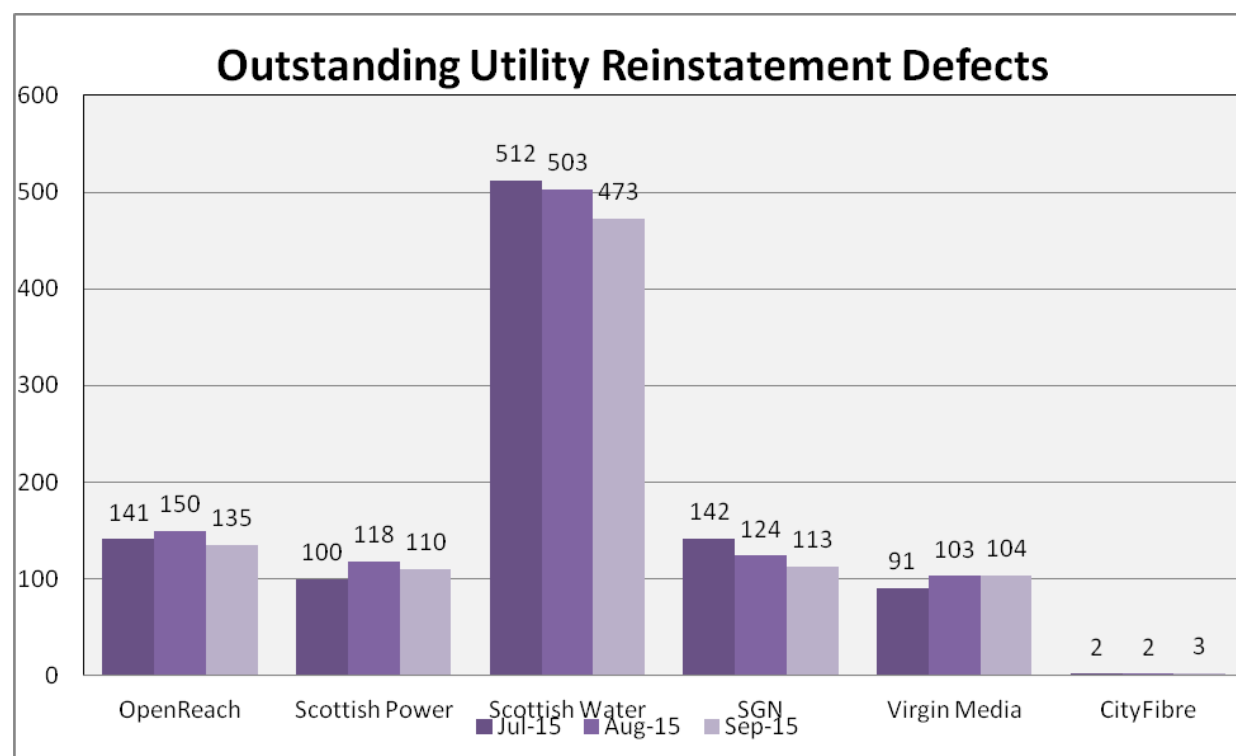
| PU             | 2011/12 | 2012/13 | 2013/14 | 2014/15 | Q2 of 2015/16 |
|----------------|---------|---------|---------|---------|---------------|
| Openreach      | 130     | 53      | 51      | 144     | 37            |
| SGN            | 75      | 22      | 8       | 21      | 14            |
| Scottish Power | 47      | 8       | 5       | 26      | 11            |
| Scottish Water | 801     | 582     | 470     | 462     | 373           |
| Virgin Media   | 93      | 27      | 19      | 20      | 51            |



**Table 3.19**

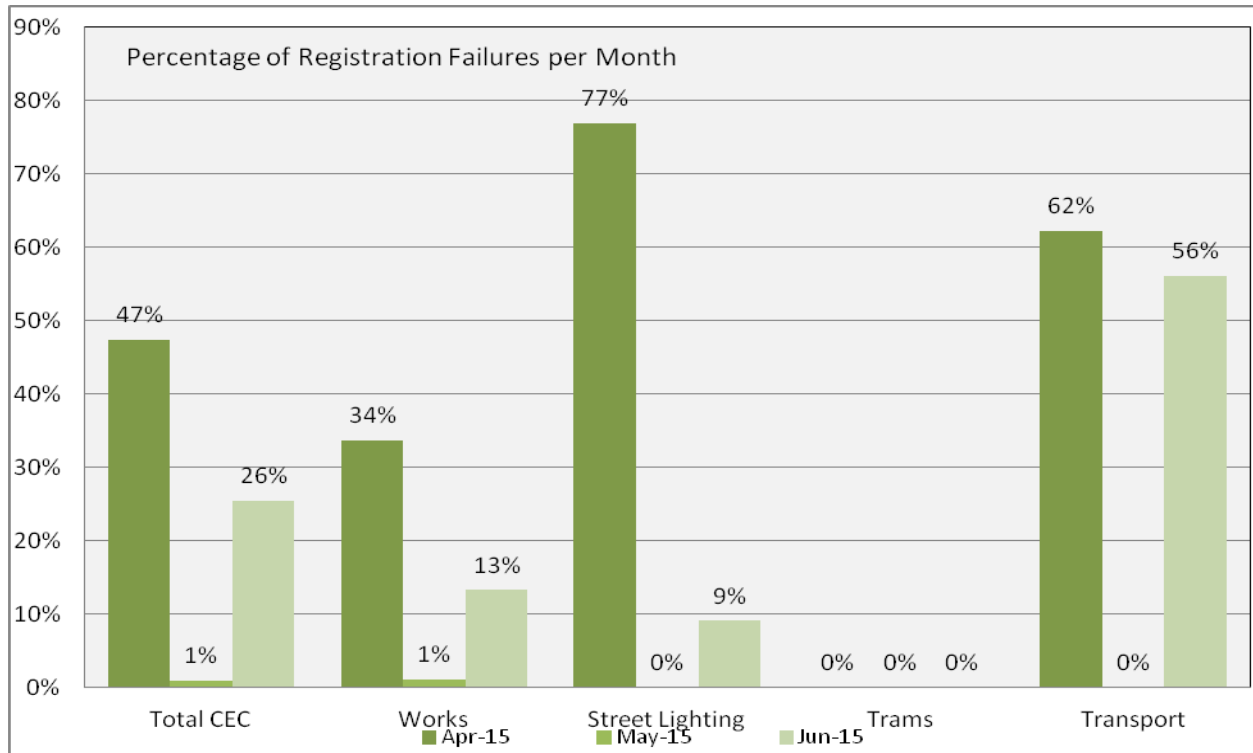
The total number of outstanding Defective Reinstatements for each quarter for each PU is shown below:

| Utility               | Q3<br>(2014/15) | Q4<br>(2014/15) | Q1<br>(2015/16) | Q2<br>(2015/16) | Difference<br>Q1 to Q2 |
|-----------------------|-----------------|-----------------|-----------------|-----------------|------------------------|
| <b>SGN</b>            | 118             | 168             | 172             | 113             | -59 (-34.3%)           |
| <b>Scottish Water</b> | 172             | 390             | 527             | 473             | -54 (-10.2%)           |
| <b>Openreach</b>      | 52              | 106             | 135             | 135             | 0 (0%)                 |
| <b>Scottish Power</b> | 61              | 98              | 108             | 110             | 2 (1.9%)               |
| <b>Virgin Media</b>   | 24              | 62              | 82              | 104             | 22 (26.8%)             |
| <b>CityFibre</b>      | -               | -               | -               | 3               | -                      |
| <b>Totals</b>         | <b>427</b>      | <b>824</b>      | <b>1024</b>     | <b>938</b>      |                        |

**Graph 3.19**

Although the number of outstanding defective reinstatements has reduced during Quarter 2, the level of improvement has been small in comparison with the total number outstanding reinstatements.

Graph 3.22

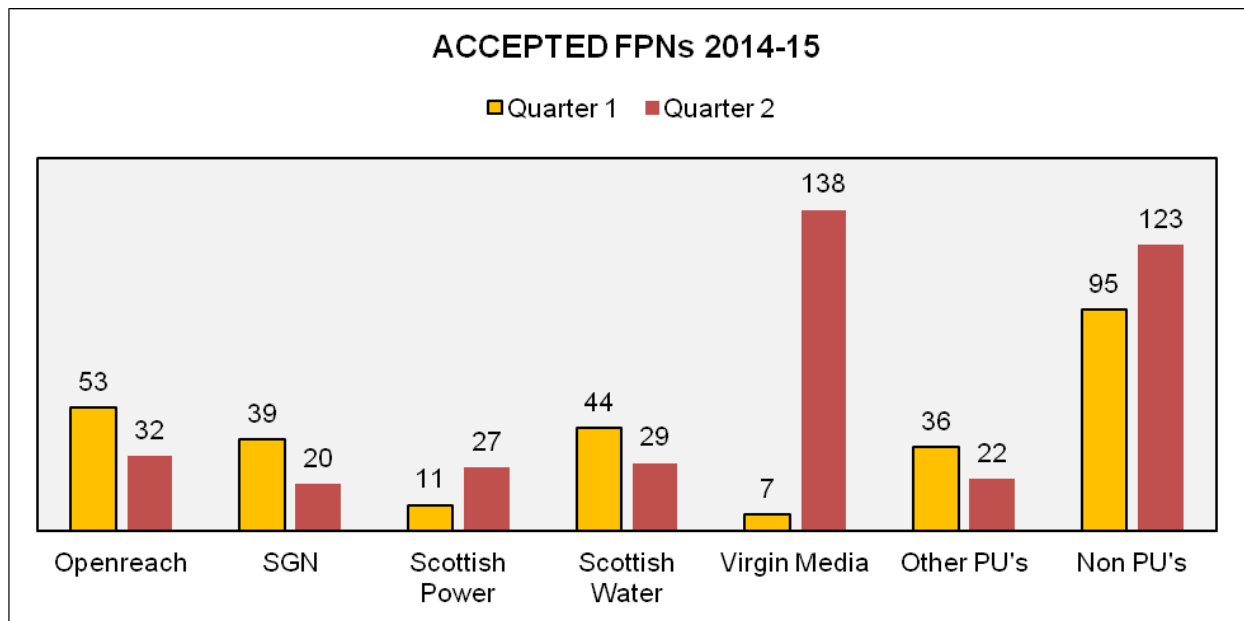


The average registration failure rate during Quarter 2 was 26%. The monthly and annual target is 8%. The failure rate, at the end of Quarter 2, is attributed to the following issues:

- Poor communication between a Contractor and Council Officers in relation to a specific city-wide project.
- Poor internal communication between Officers and the Roadwork Support Team, in relation to schemes that are required to be recorded onto the Scottish Road Works Register.
- Lack of suitable staff cover during holiday periods, resulting in errors being made in the Registration of work

These issues are being addressed through targeted refresher training of staff involved in the registration of road works.

Graph 3.23



Scottish Power and Virgin Media were issued with the highest number of Fixed Penalty Notices in Quarter 2. 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 with PUs and the Council has received assurance that training will be carried out to address this matter.

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order

|                   |  |
|-------------------|--|
| Item number       | 7.10   |
| Report number     |  |
| Executive/routine |  |
| Wards             | 3 – Drum Brae/Gyle<br>8 - Colinton/Fairmilehead<br>10 – Meadows/Morningside<br>17 – Portobello/Craigmillar |

### Executive summary

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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. Phase 1 was implemented during September and October 2015.

An Experimental Traffic Regulation Order (ETRO) was advertised on 9 November 2015, detailing the proposals for four schools in Phase 2 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

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|                          |  |
|--------------------------|--|
| Coalition pledges        | <a href="#">P32</a> , <a href="#">P44</a>  |
| Council outcomes         | <a href="#">CO5</a> , <a href="#">CO22</a> |
| Single Outcome Agreement | <a href="#">SO4</a>                        |

## School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order

### Recommendations

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- 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 notes that Bonaly Primary School no longer wishes to proceed with the school streets pilot and Committee agrees that restrictions contained in ETRO/15/45 relating to this school should not proceed;
  - 1.1.3 agrees to set aside the remaining objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered should Committee decide to promote a permanent Order;
  - 1.1.4 agrees to make the Order for the remaining three schemes, Clermiston, St Peter's RC and Towerbank, as advertised;
  - 1.1.5 agrees the proposal for implementation of the approved Phase 2 schools in March 2016; and
  - 1.1.6 notes that schools not proceeding in Phase 2 will be invited to participate in School Streets should there be a wider roll-out of the project after the pilot ends.

### Background

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- 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.
- 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 the findings, together with recommendations, will be reported to Committee.
- 2.5 There was a high level of interest from schools to participate in the pilot; the schools had to put forward a bid outlining why they should be chosen as a pilot school and highlighting the sustainable travel and road safety activities that they had already been undertaking to try and mitigate the problems around their school gates. 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. This feedback was used to formulate the draft ETRO which was advertised for Phase 2 on 9 November 2015.

## Main report

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- 3.1 The school streets pilot project is being implemented in two phases. The schools in Phase 1 of the scheme were implemented in September and October 2015. Formal ETRO consultation for schools in Phase 2 was undertaken for the following primary schools (plans attached in Appendix 3):
  - Bonaly;
  - Clermiston;
  - St Peter's RC; and
  - Towerbank.
- 3.2 The scheme for Buckstone Primary School was withdrawn at the request of the school and local community after informal consultation.
- 3.3 The draft Order for the Phase 2 scheme was advertised in November 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.

- 3.4 In addition to the legislative requirements set out in 3.3, 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 Clermiston, St Peter's RC and Bonaly Primary Schools, who may also be affected by the implementation of the schemes.
- 3.5 At the end of this formal consultation period, the Council had received a total of 18 responses. Of those 4 (22%) indicated that they broadly supported the proposals, while 4 (22%) indicated their opposition to the scheme. A further 10 responses (56%) made comments regarding the proposals which could be classed as neither supporting nor opposing the proposal. A total of two of the responses were from residents in a proposed school street, whilst 14 were from residents and local business of surrounding streets. The remaining two responses did not give their address.
- 3.6 The opposition that exists is strongest in streets or part of streets, which are on the periphery of the schemes, especially at St Peter's RC and Clermiston Primary Schools.
- 3.7 Given that the number of properties within the four schemes is in excess of 550, this is a very low number of objections.
- 3.8 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                     | 9 |
| Impact on use of residents' parking permits | 5 |
| Enforcement                                 | 3 |
| Road safety issues                          | 3 |
| Exceptions                                  | 2 |
| Hours of operation                          | 1 |
| Consultation                                | 1 |

## Displacement of traffic

- 3.9 The issue of traffic featured in nine 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 Falcon Road, Avenue and Gardens (5), Parkgrove Street (3) and New Tower Place (1). They cited already high levels of school parking with concern that this scheme would just increase the problem.
- 3.10 One of the objectives of the pilot is to reduce the number of children dropped off by car and encourage increased levels of walking and cycling. 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. Pupils receive rewards if they can demonstrate they have travelled by sustainable modes, rather than by car. It is intended to continue with this resource after implementation.
- 3.11 Secondly, by introducing a closure outside the school gates, it will mean that those parents who chose to drive will be encouraged to park over a wider area. This will reduce congestion and concerns about air quality outside the school gates. In order to mitigate the concerns of residents, it is proposed to install white Access Protection Markings across and opposite driveways to encourage more responsible parking.

## Impact on use of residents' parking permits

- 3.12 The streets included within the scheme around St Peter's RC Primary School fall within parking zone S2. A total number of 195 residents' parking permits have been issued as in table below. This also shows number and type of bays within each of the four streets directly affected by the closures.

| Street           | Valid Permits | Permit Spaces | Shared Use Spaces | Ratio Permits to Spaces |
|------------------|---------------|---------------|-------------------|-------------------------|
| Falcon Avenue    | 96            | 60            | 14                | 1.30                    |
| Falcon Gardens   | 44            | 22            | 9                 | 1.42                    |
| Falcon Road      | 33            | 27            | 22                | 0.67                    |
| Falcon Road West | 22            | 22            | 13                | 0.63                    |

- 3.13 Concerns were raised by five residents on the periphery of the zone that, during the periods of closure, they would be unable to move their vehicles if they had parked in residents' bays within the school streets zone. This would then limit the number of bays in which they could park within the immediate S2 zone.
- 3.14 To mitigate this problem, it is proposed to issue all existing residents' permit holders living in these four streets with a school streets permit, providing them with unrestricted access to all parking bays.



## **Enforcement**

- 3.15 A total of three objections were raised regarding how the scheme would be enforced. They were concerned that drivers would flout the restriction, especially if Police Scotland were not in attendance to carry out enforcement. The initial feedback received on the enforcement of Phase 1 has shown that compliance levels for the majority of schemes has been high, so the police have only had to make a small number of spot checks to ensure continued compliance by motorists. The Council will continue to work with Police Scotland to ensure that levels of enforcement will be appropriate to also ensure compliance at Phase 2 schools.

## **Road Safety issues created by the school streets proposals**

- 3.16 Three comments were submitted on the impact of the scheme on pupils already walking to school through the streets on the periphery of the St Peter's RC Primary School zone. They referred especially to the impact on parents and pupils who park and stride responsibly from Waitrose car park. They are concerned that if this scheme was to be implemented the situation could be made worse.
- 3.17 In the selection process, schools had to demonstrate, and were prioritised on the fact, that they had already taken action. This is through developing a school travel plan, to alleviate parental concerns on pupil safety due to congestion and irresponsible parking. They have undertaken a number of education, training and publicity activities 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 step to mitigate these issues.
- 3.18 These proposals will disperse parking throughout a wider network of streets, rather than close to the school gates and encourage more parents to leave their vehicle further away and walk or cycle instead.

## **Exceptions**

- 3.19 Objections were raised by two respondents regarding groups which should be given an exception from the ban and are currently excluded in the Order. These included:
- Taxis;
  - Deliveries;
  - Workmen;
  - Visitors; and
  - Teachers.

- 3.20 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.
- 3.21 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. Work is in progress with these organisations.
- 3.22 A response was also received requesting that ambulances are also given exemption from the prohibition. This addition is unnecessary as the emergency services are already exempt within the draft Order.

### **Operating Times**

- 3.23 There was one objection to the St Peter's RC Primary School zone on the length of the afternoon closures from Monday to Friday. The question was why restrictions were needed up to 3.45pm when the school day ends at 3.10pm. The response is that this timing will also cover the exit of nursery pupils at 3.30pm.

### **Consultation**

- 3.24 One resident 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 550 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.
- 3.25 Full details of all the responses received and answers to them can be found in Appendix 1.
- 3.26 A total of 11 responses (61%) out of the 18 responses were received from residents around the St Peter's RC Primary School zone, whose concerns will mostly be addressed by issuing them with a school streets permit to give them free access to all the residents and shared use parking bays. Appendix 2 indicates the origin of each of the responses.

## **Withdrawal of the proposed scheme for Bonaly from ETRO/15/45**

- 3.27 The results of the informal consultation, reported to the Committee on 2 June 2015, showed that 68% of the respondents were in favour of the concept of school streets in Bonaly, with 32% against. The breakdown of the 209 respondents was 143 (69%) residents, 47 (22%) parents, 10 (5%) general public and 9 (4%) local businesses.
- 3.28 The main issue raised at this time was that the school has two separate pedestrian accesses on Bonaly Road and Bonaly Brae. The original proposal only covered the closure of Bonaly Road. The following changes were requested and approved by the Committee:
- a) extend the proposed closure on Bonaly Road to include Fernielaw Avenue; and
  - b) the introduction of a second scheme, prohibiting motor vehicle access into Bonaly Brae at its junction with Bonaly Grove.
- 3.29 An amended scheme which reflected these changes was advertised during November in ETRO/15/45. The plan is attached in Appendix 3.
- 3.30 The school carried out another consultation of parents on their views on the revised scheme. A very high level of response was received with 148 (68%) against proceeding with the scheme and 69 (32%) in favour.
- 3.31 Members of the school Parent Council met on 5 December 2015, with Council officers and the Head Teacher to discuss whether to continue with their participation in Phase 2 of the project, given the potential level of parental opposition to the scheme. It was agreed that the school would withdraw from the school streets closure pilot. Road Safety staff will engage with the school in early 2016 to discuss proposals to update the school travel plan.

### **Next Steps**

- 3.32 The proposed implementation date for the approved Phase 2 schools is 7 March 2016. Prior to this, the following actions will have been completed:
- January - information will be sent to all residents outlining the procedure for applying for permits; and
    - installation of poles and associated power connections for the signs.
  - February - start issuing permits to residents and local business;
    - flashing signs and accompanying information signage will be installed on street;
    - all white lining and diversion signing work in streets on the scheme periphery will be carried out;

- road shows will be held in schools to provide information to parents and residents;
  - lamppost wraps will be installed within affected streets reminding residents who have not already applied, to apply for a permit; and
  - media campaign through social media, posters, plasma screens and the press.
- March – launch events held at the three schools.

## Measures of success

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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

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- 5.1 The cost for implementing the proposals at the three schools in Phase 2 is approximately £15,000 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 The report outlines total capital expenditure plans of £15,000. 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 £15,000 and interest of £2,728, resulting in a total cost of £17,728 based on a loans fund interest rate of 5%. The annual loan charges would be £3,546.

## Risk, policy, compliance and governance impact

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- 6.1 The authorisation to promote an ETRO on 9 November 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 2 schools in March 2016, then its expiry date will be September 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

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider School Street ETRO project, which will run until at least September 2017.
- 7.2 The introduction of the school street pilot will bring enhancements to Life, Health and Education and Learning. This will be achieved by removing/reducing the number of vehicles within the school streets zones for periods of around 30 minutes before and after school times. It will provide opportunities for children to walk and cycle to school so bringing about reductions in childhood obesity and providing opportunities for them to gain practical road safety skills and knowledge.
- 7.3 The group likely to be impacted on the most is the disabled if access was denied to blue badge holders; it would be an issue if the distance they were required to park away from school was beyond the distance they could be expected to walk. This has been mitigated by allowing blue badge holders an exemption.

## Sustainability impact

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- 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 in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh because the initiative's principal aim is to both reduce the number of vehicles outside school gates and the levels of carbon dioxide and nitrogen oxide emissions. It also aims to improve facilities for cyclists and pedestrians thus promoting personal wellbeing.

## Consultation and engagement

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- 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 3.4.

## Background reading/external references

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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.

### **Paul Lawrence**

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P32</b> – Develop and strengthen local community links with the police<br><b>P44</b> – Prioritise keeping our streets clean and attractive  |
| <b>Council outcomes</b>         | <b>CO5</b> - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities<br><b>CO22</b> – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. |
| <b>Single Outcome Agreement</b> | <b>SO4</b> - Edinburgh’s communities are safer and have improved physical and social fabric  |
| <b>Appendices</b>               | 1 - Formal Consultation Responses<br>2 - Responses by school and street<br>3 - Plans of four Phase 1 schools   |

## Appendix 1 –School Streets Phase 2 Formal Consultation Responses

( 18 responses)

| Type/School  | Objection/Comments  | Incidence  | Response   |
|--|---|--|--|
| <p>Displacement of parking on to surrounding streets-St Peter's RC</p> | <p>You have not included the section of Falcon Road from Morningside Road within the proposed zone; I predict that the proposed scheme will simply shift the problem of double parking to my section of Falcon Road and children's safety will continue to be endangered, As a compromise can you issue school streets permits to residents of the prohibited streets and to the residents of my section of Falcon Road.</p> <p>I am very much in favour of this proposal to try and halt the dangerous practice of illegal parking near the school, however I think that the traffic problem will be moved to Woodburn Terrace and Newbattle Terrace.</p> <p>Falcon Road West does not appear to be one of the prohibited streets. I am worried that all the cars will stop in Falcon Road West, which is already a very busy street.</p> <p>I believe that restricting vehicle access along the streets proposed will create a significant traffic problem in the surrounding streets and will not improve road safety as the result will simply be that cars will have to park further from the school and children (and their parents) will have to walk further than presently to get to the school.</p> <p>I think that this will have a detrimental effect on local residents in the surrounding non-restricted streets having to put up with increased traffic and possible double parking while children are being dropped off or picked up from school. This will be a danger to those residents who are trying to negotiate traffic, either on foot or by car. There are a number of elderly residents who frequently walk along Falcon Avenue and I am concerned that they will experience difficulty crossing the road during these times.</p> <p>While it would be great to not have the chaos reigning twice a day outside my house, I can't help but think that the chaos may simply move slightly further away from the school. It can only be hoped that as their vehicles will have to be left for longer, a less cavalier approach will be taken.</p> | <p>Total: 5</p> <p>Resident:2<br/>Falcon Road</p> <p>Resident:1<br/>No address</p> <p>Resident: 1<br/>Falcon Avenue</p> <p>Resident:1<br/>Falcon Gardens</p> | <p>It is proposed that the draft ETRO is amended to enable residents living within the four streets of the Falcons and already in possession of a S2 parking permit, be issued with a school street permit. This will mitigate the issues.</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> |



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|--|--|--|--|
| <p>Displacement of parking on to surrounding streets- Clermiston</p> | <p>As the owner of the business operating from Parkgrove Street, I wish to comment on the Order. The problems with parents parking their cars and dropping off their children at school is mainly confined to PG Street.</p> <p>The proposals to shut off PG Place and PG Terrace between PG Street and PG Road will have a minimal effect in reducing traffic chaos, indeed the proposal is more likely to add to the congestion on PG Street.</p> <p>Whilst the main entrance to the School is on PG Place, there are two entrances to the School on PG Street and it would appear that the majority of Children access from PG Street. The effect of shutting off the PG Place entrance to Cars will therefore mean a greater use of the PG Street accesses. If you proceed with the Order as currently proposed, it is my opinion that the possibility of an accident is increased and not decreased. I appreciate that you are trying to educate the responsible adults to walk their children to School but I fear that it is a forlorn task. I understand that PG Street is a direct access to the Queensferry Road and as a result it cannot be closed. Would it not be possible to make PG Street a Resident Parking Zone only between 8.00am to 10.00am and 2.00pm and 4.00pm?</p> <p>the one way system being proposed as 'prohibited roads' provides no long term solution to the road safety issues around Clermiston School, especially given that parents will just flood the already troubled Parkgrove Street and use the side gate.</p> <p>As a local resident it would appear to me that a further 'Prohibited road' between the junction of Clermiston Avenue at Parkgrove Street would merit consideration, in addition extending the prohibition on Parkgrove Terrace to the junction of Clermiston Drive would limit the build- up of traffic coming towards the school in the first instance.</p> <p>The closure of Parkgrove Place and half of Parkgrove Terrace will only lead to even more traffic in Parkgrove Street (which is a well used street due to the shops and school), half of Parkgrove Terrace, Clermiston Avenue etc.</p> <p>Parents just don't want to walk any distance these days, as we have seen over the past years'.</p> | <p>Total:3<br/>Business Owner &amp; 2 Residents<br/>Parkgrove Street</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>The main problem with extending the proposal to include Parkgrove Street is that it provides one of the few links in and out on to Queensferry Road.</p> <p>The project is being introduced as a pilot scheme for a maximum period of 18 months during which we will be looking for feedback from local residents on how it is progressing, especially with it impact on surrounding streets. It may be that during this time additional restrictions such as the timed parking restrictions could be progressed, but there will not be time to progress them ahead of the proposed trial start date of 7 March 2016.</p> |
| <p>Displacement of traffic - Towerbank</p>                           | <p>I live in New Tower Place. The back of my house is at the top of Figgate Lane. I note that the list of prohibited streets does not include Figgate Lane. As a cul de sac, it does not provide a direct route to the school, but we already have a problem here with cars dropping off and picking up children who use New Tower Place as a short footpath to and from the school.</p>   | <p>Total:1<br/>Resident:1<br/>New Tower Place</p>                        | <p>As above</p>  |

|                     |   |  |   |
|---------------------|---|--|---|
|                     | <p>It's not so bad in the morning, when cars normally just drop the children off, but around school closing time, there can be cars waiting for up to half an hour at a time. Some of them sit with their engines idling. It's common to see cars double parked, parked on the pavements and partially blocking entrances to the courtyards.</p> <p>I'm not against the proposals, but fear that the problem is simply going to be displaced onto Figgate Lane and create even worse conditions for drivers trying to access or leave New Tower Place or Spa Place.</p> |  |   |
| Exemptions-taxis    | <p>What about taxis bringing residents home, or picking them up during those hours? Workers returning home? I could go on and on.</p> <p>I do not own or drive a car but I can see that it will inconvenience the residents in order to solve a problem which rests entirely with the parents of the school children.</p>   | <p>Total: 1<br/>Resident:1<br/>Falcon Avenue</p>   | <p>It is proposed that the only taxis which will be exempt from the closure are those contracted to Children &amp; Families Dept to escort pupils to and from school. The Council has a duty of care to ensure these children are taken all the way to the school gate; they could not be left at the edge of the zone.</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>.<br/>What restrictions will there be for visitors?<br/>.</p>  | <p>Total: 1<br/>Resident:1<br/>Parkgrove Place</p> | <p>Visitors will not be permitted to enter the zone in their vehicles during the operating hours, unless they have a disabled badge. 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. Expanding the number and type of permits will be difficult to control if they were issued unregulated to visitors and relative</p>   |

|   |   |  |  |
|---|---|--|--|
| Exemptions –<br>Emergency<br>services                                 | Ambulances?   | Total: 1<br>Resident:1<br>Falcon Avenue      | The prohibitions in the ETRO do not apply to emergency service vehicles.   |
| Exemptions -<br>others  | What restrictions will there be for teachers? Early this afternoon, there were nineteen cars parked in the street, two of which were residents and the rest teachers and school visitors. Some of the teachers arrive to park their cars just as I am leaving for work at seven thirty in the morning and are still there after six at night.   | Total :1<br>Resident:1<br>Parkgrove<br>Place | There is no restriction as part of these proposals to ban anyone from parking in the street as long as they enter and exit outwith the closure times. Teachers will not be eligible for apply for a permit   |
| Dissemination of<br>Information and<br>consultation with<br>residents | How thorough the 'Informal Consultation' that took place between 'December 14 and February 15' was conducted. My property overlooks the school, both my children have attended the school and on a daily basis my neighbours and I are subjected to traffic issues whether that be illegal parking, volume of traffic or just poor careless driving, yet having spoken with my neighbours not one of us appears to have been consulted. | Total:1<br>Resident:1<br>Parkgrove<br>Street | <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 Clermiston, Bonaly and St Peter'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</p> |

|                                      |   |  |  |
|--------------------------------------|---|--|--|
|                                      |   |  | expressed at these sessions have been taken on board when developing the final proposals for these schemes   |
| Impact on residents' parking permits | <p>I live in the section of Falcon Road outside the proposed zone, but as I have a residents' parking permit I often have to park within the zone. If I park within the school streets zone I will be unable to move my car to go to work. I am not sure why you consider this to be fair or reasonable.</p> <p>In the letter it states that residents in restricted streets will be eligible for a permit to enter, however, as resident in a section of Falcon Avenue that is not restricted, I assume I would not be entitled to a permit? I hold an S2 residents parking permit, and due to the pressure on parking spaces in the area, it is rare that I am able to park directly outside my property and often have to park in one of the proposed restricted streets. I regularly leave between 8 &amp; 9 am in the morning, however, with this proposal I will effectively be prohibited from parking in any of the restricted streets the night before, if I am unable to leave and drive along them the following morning and will be forced to park even further from my property.</p> <p>I am a musician and as my instrument is a harp I actually need to have a car to move it around to concerts, events and workshops. Some of these are in the morning and afternoon. Many of us from the western end of Falcon Avenue routinely have to park in the eastern end of Falcon Avenue, Falcon Gardens and in Falcon Road - all sections within your 'scheme' This is because of the paucity of parking spaces. We accept this; it is part of urban living. Like many others I pay a fee of around £80/year to park my car in S2. If I have to park in the eastern end of Falcon Ave, Falcon Road or Falcon Gardens I won't be able to move it during the restricted times. On a quick calculation this is potentially for around 8.5 hours per week during the waking day that I could be affected. I doubt that this restriction is actually legal. Is it? If this scheme goes ahead I think it is essential that residents in the west end of Falcon Ave get permits to access the restricted streets at all times. Restricting non-residents cars would still be an option.</p> | <p>Total:5<br/>Resident:2<br/>Falcon Road</p> <p>Resident: 2<br/>Falcon Avenue</p> | It is proposed to amend the draft ETRO so that residents living within the four streets of the Falcons and already in possession of a S2 parking permit will be issued with a school street permit. This will mitigate the issues. |

|                           |  |  |  |
|---------------------------|--|--|--|
|                           | A restriction stopping those who have legally parked within the street at an earlier point in the day (either paying at a machine or by using visitors' permits) from leaving the street for periods of up to 55 minutes seems astonishing and draconian. Presumably this is a perceived simplicity in how you intend to enforce the new permits. which brings me back to my main point above of how you intend to enforce any of this. I severely doubt that signs at the road end will have any effect given the current approach the parents generally take   | Resident:1<br>Falcon<br>Gardens              |  |
| Parking over driveways    | We reside directly opposite the main gate of the School where the children are dropped off and picked up. The closure of the one and a half streets will not deter people driving up Parkgrove Street from Queensferry Road, coming along Parkgrove Terrace and Clermiston Avenue, there will be parking on both sides of these streets which are very narrow with parking on one side, also exiting the top of Parkgrove Terrace on to Clermiston Drive can be very dangerous as oncoming cars cannot be seen due to parked cars. Cars regularly block our driveway, we had a parent park her car over our driveway on Thursday and as my husband had a hospital appointment we had to wait for the parent, who was in the school grounds waiting for her child, before we could leave. She said 'she didn't know she was parked over a drive way' even though there is a painted white line(which has been there for many years) on the street in front of our and our neighbours drive. | Total:1<br>Resident:1<br>Parkgrove<br>Street | Additional white Access Protection Markings will be installed across the driveways in streets on the periphery   |
| Other mitigating measures | The zebra crossing at Canaan Lane is already a bit hazardous to use - with the possibility of more traffic and more children using it a "lollipop person" may be necessary.  | Total: 1<br>Resident:1<br>Falcon Road        | This is a trial so there is no time to install additional engineering measures or employ additional school crossing guides   |
| Permits                   | Free permits will only be available to residents in the highlighted zone in spite of parking in the area being subject to resident parking permits. My second objection relates to the availability of free permits to allow residents to enter or leave the zone. You intend to make these available only to residents in the highlighted zone. This is unfair and takes no account of the residential parking permits which residents have to purchase to allow them to park near their homes. Residents may park in any of the streets mentioned above and indeed can only park where a space is available. Your proposals have a negative impact on residents outside the highlighted zone and indeed me. I  | Total:3<br>Resident:1<br>Falcon Road         | A permit will be issued for every vehicle for which the resident is the registered keeper, (including work's vehicles and motorcycles); as long as they can prove they legally reside at an address within the school streets zone.<br><br>It is proposed however that the draft ETRO is amended to enable residents living within the four streets of the Falcons and already in possession of a S2 parking |

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|  | <p>have no guarantee of a parking space in my own street and 90% of the time I have to park in one of the highlighted streets. Under your proposals I will have no right to remove my legally parked car from these streets during the restricted times. Residents in the highlighted zone will however be free to park their cars wherever they want including my street and have no restrictions on their movement. This is unfair. Residents in my section of Falcon Road should also be able to apply for a free permit allowing them to enter or leave the area.</p> <p>Most days I have to drive my own children to school just north of the city centre for an 8am start and therefore I return to my home during your restricted times. At present I come along Falcon Gardens and then into Falcon Road where there are usually parking spaces. My journey has no negative impact on road safety. Once your current proposals are enacted I will have to enter Falcon Avenue via Morningside Road and then turn into Falcon Road. I will of course not be able to park there because the parents of children going to school will have blocked my street with their double parking or illegally parking in residential spaces. I will not be able to proceed into the highlighted zone where there will be numerous free spaces. This will have a major negative impact on my life. I also work part time as a supply teacher and may be required to leave for work during the restricted times again causing problems for me.</p> <p>I live at 43 Falcon Avenue which is on the one half of Falcon Avenue that is not in the proposed exclusion zone. Parking congestion often forces me to park within the exclusion zone I use my car for personal and business purposes and the proposal would cut me off from access to my car (potentially) for up to 700 minutes per week. Having paid the fee that permits me to park, I face the prospect of a traffic fine for moving it if I have to during the exclusion period. Consideration should be given to expand the zone for permits to include ALL of Falcon Avenue and Falcon Road and Falcon Road West that are now not part of the new proposed zone<br/>I am sure the Council is well-intentioned, and school safety is paramount, but as a resident of 37 Falcon Avenue, I face the same potential detriments and believe that the suggestion above by my neighbour deserves further consideration</p> | <p>Resident:2<br/>Falcon Avenue</p> | <p>permit, be issued with a school street permit. This will mitigate the issues</p> |
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| <p>Enforcement</p>          | <p>I would very much like to know how this is to be policed - the amount of illegal parking - including double parking on corners - has not been affected by the occasional flurry of parking attendants/police.</p> <p>In principle I agree that something needs to be done re the atrocious approach to school drop off that the parents seem to think they are entitled to take with frankly little if any regard to the safety of others. Given there has been absolutely no success to date in educating them on that front I am not entirely sure how you anticipate enforcing the additional resident's permit - are cameras proposed or some kind of number plate recognition system? Or will there be foot patrols of police (or others) to enforce them?</p> <p>Whatever enforcement route is proposed, could that not simply be done now with a 'zero tolerance approach' to all infringements (parking on the school zig zags (seriously, why do they think they are exempt from keeping them clear just to drop their children off when they are there to keep the pupils safe?), double parking, parking on double yellows, parking on the corner, parking half in/half out of a bay).</p> <p>How is this to be policed and what if any sanctions will be put in place for those (and there will be many) that will flout the restrictions.</p> | <p>Total: 3<br/>Resident:1<br/>Falcon Road</p> <p>Resident:1<br/>Falcon<br/>Gardens</p> <p>Resident:1<br/>Parkgrove<br/>Street</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>Road Safety problems</p> | <p>The proposals will not improve road safety issues. Parents of children attending St Peters school and parents of children attending Childsplay Nursery cause the road safety issues arising around the school. Residents legally parked and entering or leaving the area present no problems for these children. Many parents drive up to the corner of Falcon Road and Gardens and drop children there, they double park in each of these streets even if a parking space is available and they have no regard for the safety of others.</p> <p>Your proposals as they stand simply move the problem from directly outside the school to the section of Falcon Road, which is not highlighted and indeed where I live. You have in fact created a drop off area in Falcon Road outside my home where many children who walk to school, cross this road to get to the school, which is less than 50 meters away. Parents will drop off in this street, double park as before and create the same danger as before but simply moved 50 meters away. Many children residing in the area and</p>  | <p>Total:3<br/>Resident:1<br/>Falcon Road</p>  | <p>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.</p> |

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|                               | <p>children whose parents responsibly park in Waitrose (as the school and Waitrose suggest) use this route (i.e. walk down my section of Falcon Road) as it is the quickest way to walk to the school. This section of Falcon Road would need to be included in your highlighted section to prevent this. Indeed to avoid vehicles entering the area Falcon Road West and the whole of Falcon Road and Avenue would also need to be included.</p> <p>From a safety perspective, the streets in my area already have what seems to be a well-regarded 20 mile per hour limit as well as traffic calming that seems to be very effective above 15 miles per hour. Morningside Road is already so congested that speeds at these hours rarely go above 10 miles per hour. From a school access perspective, I further understand that the St Peter's parents have some kind of arrangement with Waitrose that allows parking for them within easy walking distance of the school. This particular parking privilege does not extend to residents in the immediate area</p> | <p>Resident:2<br/>Falcon Avenue</p>              | <p>To extend the scheme to include all these streets up to their junctions with Morningside Road would have caused serious problems for, visitors and deliveries to local businesses, such as Waitrose, Kwikfit and the Royal Mail depot.</p>   |
| <p>Support for the scheme</p> | <p>In November's notice it is reported that 72% of parents and residents of the St Peter's scheme support the proposal. Please provide information about how this data was gathered and what percentage of parents and what percentage of residents participated. It would also be useful to know separately what the support and non-support residents and parents offered, respectively.</p>  | <p>Total: 1<br/>Resident:1<br/>Falcon Avenue</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 (72% for St Peter's). Parents and local residents were informed that this informal consultation was being undertaken through the school, community council, neighbourhood partnerships and public exhibitions. The information gathered did not differentiate between</p> |



|   |  |   |   |
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|   |  |   | support/ non support of different groups of respondents.  |
| Investment in encouraging walking & cycling | I think that rather than endorsing the culture that it is acceptable for cars to arrive to drop off and pick up children daily from school, perhaps more investment should be made in encouraging children to walk or cycle to school?   | Total:1<br>Resident:1<br>Falcon Avenue                                  | The schools in the Phase 2 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.<br><br>During the autumn 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. |
| Operating hours                             | Why do you need restrictions up to 3.45 when the school day ends at 3.10? If I am out I try to avoid arriving back home around school closing time for obvious reasons. Under your proposals I would be expected to wait 35 minutes after school closing time. This is unnecessary.  | Total:1<br>Resident:1<br>Falcon Road                                    | The afternoon end times from Monday to Thursday cover the nursery exit time at 3.30   |
| Comments – St Peter's                       | I am a resident in Falcon Road and am amazed that there has not yet been a serious road traffic accident. The problem is caused by parents stopping on the double yellow lines on the corners, forcing traffic on to the wrong side of the road where it is impossible to see oncoming vehicles. They frequently double park in Falcon Road and Falcon Gardens and this causes serious hazards for moving traffic. It is also well nigh impossible to park in the street until the school run is finished.<br>I can't wait for this order to come into force!<br><br>Why on earth can you not just ban the parents from dropping their children off by car? Children should be going to schools near enough for them to walk or take public transport. The problem is entirely at the feet of the parents and local residents should not be made to pay for their selfishness. | Total:4<br>Resident:1<br>Falcon Road<br><br>Resident:3<br>Falcon Avenue |   |

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|  | <p>I think that this will lead to increased congestion on a section of Falcon Avenue that is already under severe pressure by traffic driving along the road to access the Waitrose car park. There are also a number of Waitrose lorries which arrive and queue in this section of Falcon Avenue from 8am each morning. Forcing all the school traffic down Falcon Avenue at the same time will cause significant blockage of the road and add to the danger, rather than lessening it</p> <p>I think the proposal to restrict Falcon Gardens up to Newbattle Terrace is flawed as it will prevent access and exit to Morningside Road from that direction and channel even more traffic along Falcon Avenue and Falcon Road West</p> <p>Also, the 20 mph speed limit along Falcon Avenue is rarely adhered to and cars often travel much faster than this. I believe this is the more fundamental problem that needs to be addressed to improve road safety. Should more not be done to enforce the 20 mile an hour speed limit, which would increase the safety of all, children and residents alike?</p> <p>I think the Council encourages cycling as a way to reduce the carbon footprint. And I'm actually much, much more concerned about the state of our roads and potholes when it comes to children's' safety on their way to school. I think it would make much more sense to spend the money on improving cycle tracks and attending to potholes on a regular basis. How many children have been injured or killed cycling to school because of poor road maintenance. I really would like to know the exact statistics for the last 5 years and compare this to how many children have been injured right outside school because of parents' cars moving around.</p> <p>We have a 20mph zone on the streets surrounding St Peter's School. I think that works quite well. You could reduce it to 10mph at key times with flashing lights to improve on this. And why do I never see lollipop folks in yellow coats helping the St Peter's children? I have lived here 17 years and have never seen one. ?. When I think about it, this is quite alarming. I see them everywhere else in Edinburgh. Even outside non-Council run schools. Have you thought about the effect that closing the scheme streets will have on Waitrose's business, i.e., traffic coming from the East? Also, residents at my end of the street travelling east will have to exit from the W end of Falcon Avenue, go N then E again. This is highly, highly dangerous and further</p> |  | <p>From 2010-14, there have been 72 serious casualties between the ages of 5-16, including 2 cyclists (males aged 16 &amp; 12); neither of the collisions were at a time which equated to a school journey. 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.</p> <p>It is the perceived danger from traffic that prevents parents from walking or cycling with their children and which this scheme looks to mitigate.</p> <p>20mph is the lowest legal limit possible on Scotland's roads, so cannot reduce it to 10mph.</p> <p>School Crossing Guides are provided at locations where there is high traffic flow</p> |
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|                          |  |  |  |
|--------------------------|--|--|--|
|                          | clogs up an already clogged Morningside Rd.  |  | and number of children walking to school; they are not provided for specific schools and many will serve a number of schools in particular vicinity.<br>Access will still be maintained for customers and deliveries as these entrances are located on roads outwith the scheme.<br>Providing residents of all four streets in the Falcons with residents' permits will allow them to exit the area in the same way they do now. |
| Comments<br>- Clermiston | <p>I would be in full favour of the proposal for street closure at said times. We have been blocked in many times with cars parking too close also unable to get a parking space if we arrive home when the school is coming out and as my husband is disabled this is a great inconvenience to us.</p> <p>Whilst I fully support any scheme aimed at making the streets safer for children attending the school I can't help but wonder why it is that the busier entrance to the school situated on Parkgrove Street appears to have no restrictions in place.</p> <p>Parkgrove Street has two-way access to and from the busy Queensferry Road and is already used as a short-cut when traffic is busy on the Queensferry Road, also with two Dental surgery businesses at the entrance to the street, there is already a high volume of parked vehicles, it is also noted by residents that many commuters park in Parkgrove Street prior to completing their journeys onto their place of work.</p> <p>In addition this two-way street is the main thoroughfare used by parents to convey their children to and from Clermiston Primary School, indeed almost all of the issues related to vehicles stopping close to the school gates occur not on the one-way street of Parkgrove Place, but on the two way Parkgrove Street.</p> | <p>Total: 2<br/>Resident:1<br/>address not supplied</p> <p>Resident:1<br/>Parkgrove Street</p> | The main problem with extending the proposal to include Parkgrove Street is that it provides one of the few links in and out on to Queensferry Road.   |
| Comment-<br>Towerbank    | <p>I am writing in support of the Towerbank Primary School Streets Proposal, traffic order ETRO/15/45.</p> <p>As a local resident and parent of a child attending the school, I see daily the</p>  | <p>Total: 1<br/>Resident:1<br/>Bath Place</p>  |  |

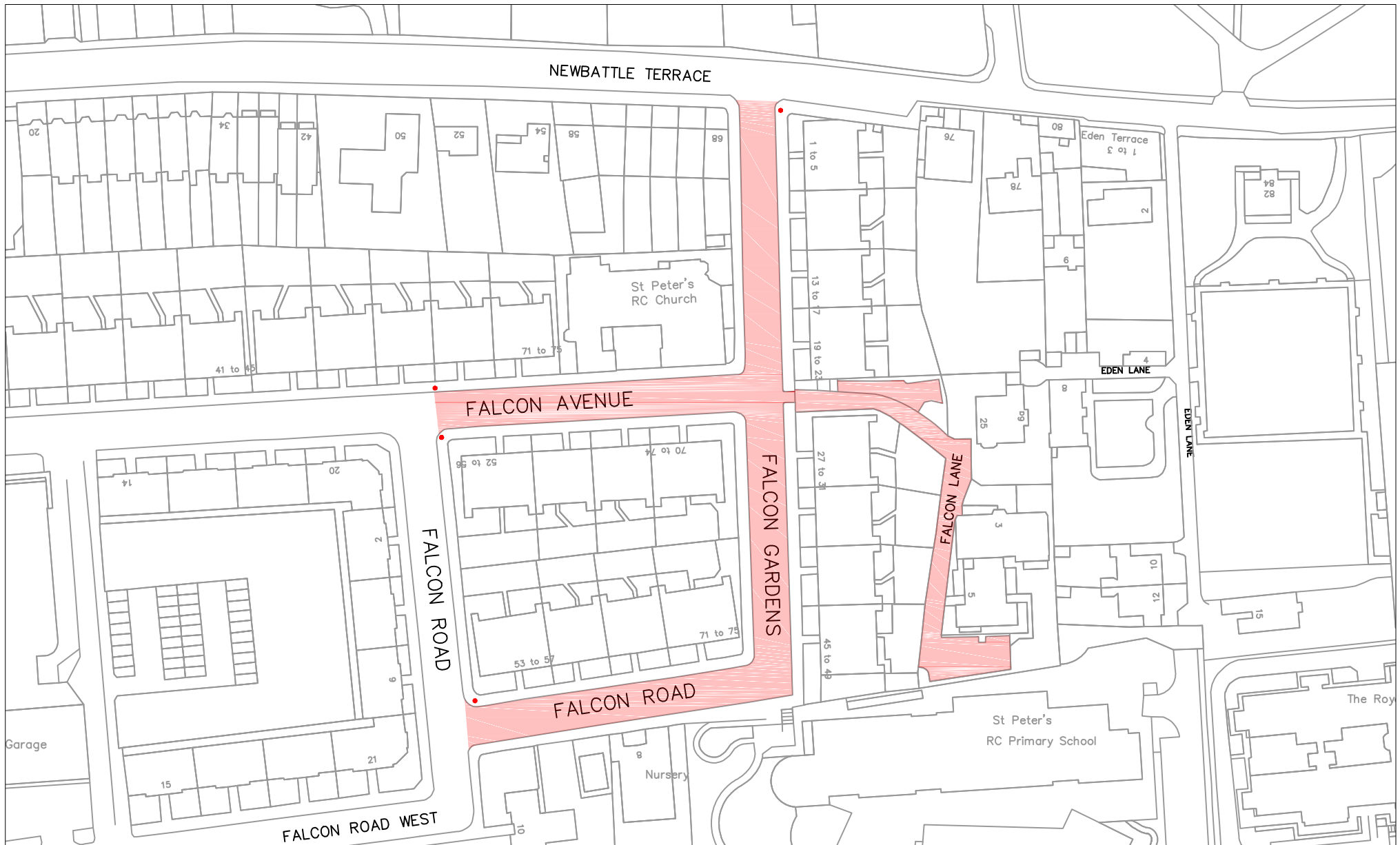
|  |   |  |  |
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|  | <p>issues which are caused by cars driving on the narrow and congested roads directly the surrounding the school building during the busiest times of the day at drop-off and pick-up. I have witnessed countless near-misses often involving very young children. As the majority of families in the area walk, cycle or scooter to school, it would greatly improve the experience of the community for the few streets around the school to be traffic-free at these times of day. There is ample parking provision at the Portobello Gymnastics and Soft Play Centre from which it is only a few minutes walk to the school.</p> <p>I would also like to bring to your attention that the volume of traffic and road safety for children around Towerbank Primary School is also a significant issue on Saturday mornings, when the Portobello Music School is held in the building. This is a particular problem on Figgate Bank where cars are parked all along both sides of the road, obstructing the pavement outside the Nursery building and the back of the school.</p> |  |  |
|--|---|--|--|

**Appendix 2: School Streets Formal Consultation  
Responses by school**

| School        | Support  | Objection | Comment   | Total |
|---------------|----------|-----------|-----------|-------|
| St Peter's RC | 2        | 3         | 6         |       |
| Clermiston    | 1        | 1         | 3         |       |
| Towerbank     | 1        |           | 1         |       |
| <b>Total</b>  | <b>4</b> | <b>4</b>  | <b>10</b> |       |

**Responses by street**

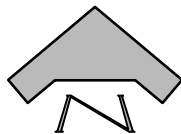
| Street           | Support  | Objection | Comment   | Total |
|------------------|----------|-----------|-----------|-------|
| Parkgrove Place  |          |           | 1         |       |
| Parkgrove Street |          | 1         | 2         |       |
| Falcon Avenue    |          | 1         | 4         |       |
| Falcon Road      | 2        | 2         |           |       |
| Falcon Gardens   |          |           | 1         |       |
| New Tower Place  |          |           | 1         |       |
| Bath Place       | 1        |           |           |       |
| No address       | 1        |           | 1         |       |
| <b>Total</b>     | <b>4</b> | <b>4</b>  | <b>10</b> |       |



• Sign Location



Roads within scheme.



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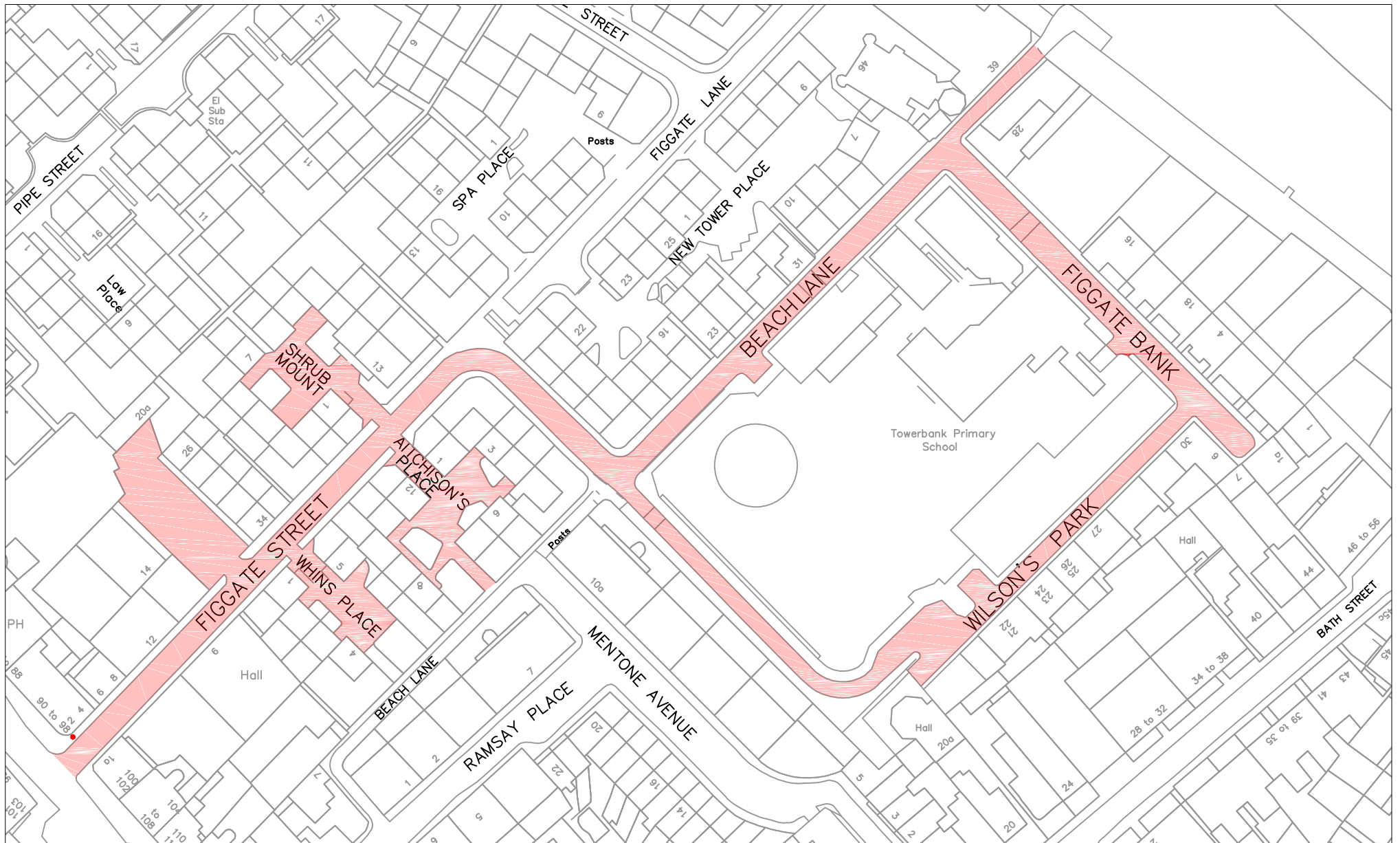
TRANSPORT  
POLICY AND PLANNING  
ROAD SAFETY

St Peter's RC Primary  
School Streets

Date: Oct 14  
Scale: NTS

Drawn by: IP  
Checked by:

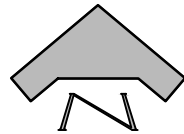
DRG NO. RS/SCHOOL-STREETS/PHASE2/2



• Sign Location



Roads within scheme.



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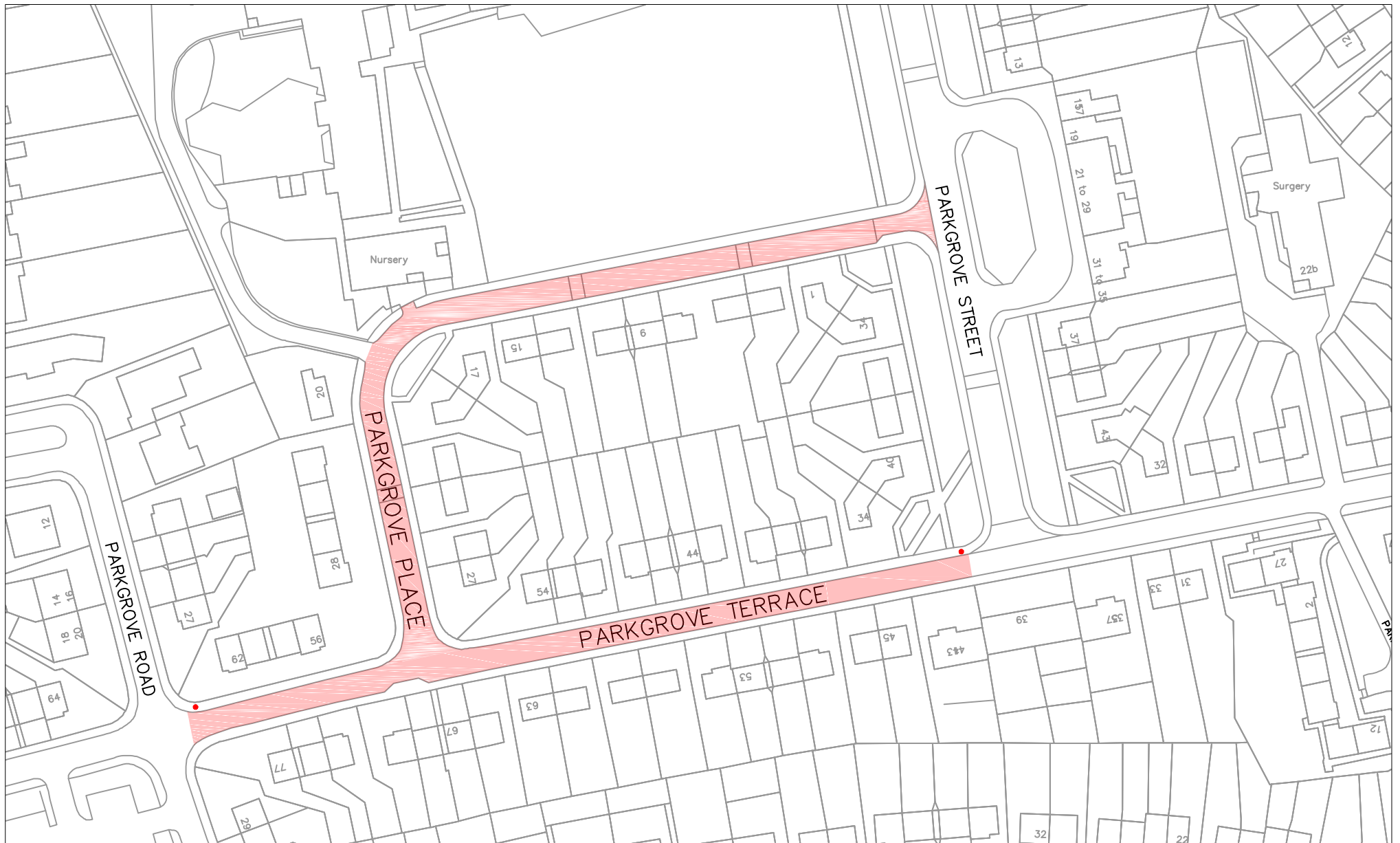
TRANSPORT  
POLICY AND PLANNING  
ROAD SAFETY

**Towerbank Primary  
School Streets**

Date: Oct 14  
Scale: NTS

Drawn by: IP  
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE 2/1



• Sign Location



Roads within scheme.



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TRANSPORT  
POLICY AND PLANNING  
ROAD SAFETY

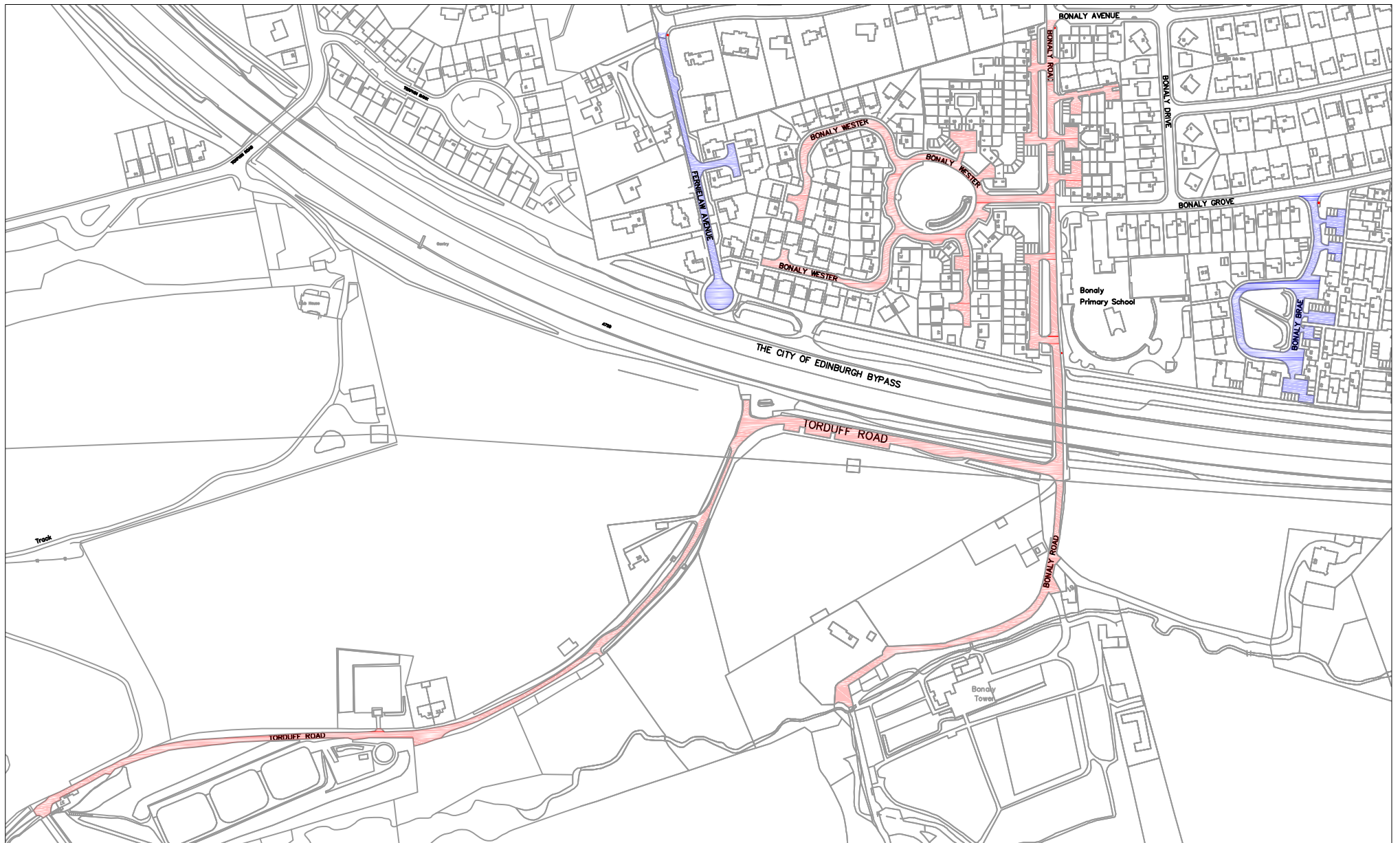
Clermiston Primary  
School Streets

Date: Oct 14  
Scale: NTS

Drawn by: IP  
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE2/3





- Sign Location
- Roads within scheme.
- Roads added to scheme following consultation.



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Edinburgh EH8 8BG  
Tel. No. 0131 - 200 2000

**TRANSPORT  
POLICY AND PLANNING  
ROAD SAFETY**

## Bonaly Primary School Streets

Date: Oct 14  
Scale: NTS

Drawn by: IP  
Checked by:

**DRG NO. RS/SCHOOL-STREETS/PHASE2/4**

# Transport and Environment Committee

10:00am, Tuesday, 12 January 2016

## Objection to Proposed Amendments to Residents' Mews Parking Permit Eligibility within the CPZ - Edinburgh

|                   |   |
|-------------------|---|
| Item number       | 7.11  |
| Report number     |   |
| Executive/routine |   |
| Wards             | 5 – Inverleith<br>6 – Corstorphine/Murrayfield<br>7 – Sighthill/Gorgie<br>9 – Fountainbridge/Craiglockhart<br>10 – Meadows/Morningside<br>11 – City Centre<br>12 – Leith Walk<br>15 – Southside/Newington |

### Executive summary

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Within the Controlled Parking Zones there are a number of streets designated as residential mews. The residents' permit scheme currently operates on the basis that eligibility for residents' mews permits relies on the applicant being a resident within the mews or within a property that has a boundary with the mews. However, the governing traffic order limits permit issue to residents of the mews alone.

It is proposed to amend the traffic order so that permit eligibility corresponds with current policy and practice.

Two objections were received when the proposal was advertised to the public, one of which was subsequently withdrawn. This report considers the representations made by the remaining objector and makes recommendations on the future of the proposal.

### Links

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|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P44</a>                           |
| Council outcomes         | <a href="#">CO25</a> and <a href="#">CO26</a> |
| Single Outcome Agreement | <a href="#">SO4</a>                           |

## Objection to Proposed Amendments to Residents' Mews Parking Permit Eligibility within the CPZ - Edinburgh

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the representations received; and
  - 1.1.2 sets aside the one unresolved objection and proceeds to make the Traffic Regulation Order as advertised.

### Background

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- 2.1 Within the Controlled Parking Zones, there are a number of streets where the road layout would not easily lend itself to the introduction of parking places. These streets are typically designated as residential mews, an arrangement that provides for parking without the need for marked parking places or signing. The residents' permit scheme currently operates on a basis that eligibility for residents' mews permits relies on the applicant being a resident within the mews or within a property that has a boundary with the mews. However, the governing traffic order limits permit issue to residents of the mews alone. The change that would allow residents whose properties have a physical boundary with a mews area, the opportunity to obtain a mews permit, was to have been incorporated into the modernised articles for the Controlled Parking Zones Order, as implemented in November 2010. Whilst the policy described has been adopted since that time, the relevant amendments to the Order were not included in the modernisation process.

### Main report

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- 3.1 The Traffic Regulation Order seeking to amend the existing Order so that permit eligibility is aligned with current policy and practice, was advertised from 27 March to 22 April 2015. Two letters of objections were received from individual residents of Ettrick Loan. Both representations made the objection on the basis that there was insufficient parking space within their mews area.

- 3.2 Upon receipt of the representations, the Parking Operations Team wrote to the objectors to seek withdrawal of the objections by outlining the terms of the governing traffic order and confirming that historically there have been some instances where permits have been issued to residents whose property has a physical boundary with the mews, normally at the mews entrance. Both objectors were advised that in relation to Ettrick Loan only one property, at Ettrick Road, has a physical boundary with Ettrick Loan and therefore only this property would be afforded the ability to obtain a mews permit. This property has its own off-street parking which is accessed off Ettrick Loan. As of 26 October 2015 no residents' permits have been issued to this address.
- 3.3 There are 17 properties within Ettrick Loan. Numbers 3 to 8 have their own garages or off-street parking. Number 1 contains 11 flats and there are 11 separate garages. There is no property numbered 2. The road layout on Ettrick Loan has enough space for 10 mews permit holders. As of 26 October 2015, there were five mews permit holders.
- 3.4 One objection was subsequently withdrawn in writing and the other objection remains unresolved. The Council believes that the proposed amendment will improve accessibility to parking for a limited number of residents' permit holders living adjacent to mews areas and will not have a negative effect on mews residents. Whilst this provision is not currently in the Order, this approach has successfully been in practice over several years. On that basis it is recommended that the Committee sets aside the objection and approves the making of the Order as advertised.

## Measures of success

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- 4.1 To improve accessibility to parking opportunities for residents' permit holders living adjacent to residential mews.

## Financial impact

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- 5.1 The advertising cost of implementing the change to the governing traffic order can be contained within existing Parking revenue budgets.

## Risk, policy, compliance and governance impact

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

## Equalities impact

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- 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 impact positively on residents by ensuring that they have access to parking as close as possible to their place of residence.

## Sustainability impact

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- 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

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- 9.1 In accordance with the applicable legislation, these proposals have been advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, among others, to the Community Council and emergency services, as well as to the local ward Councillors. Details have also been available on the Council and Scottish Government websites. Other than the two objections detailed in this report, two separate enquiries were received seeking clarification of the proposals which, once provided, did not result in any further objections.

## Background reading/external references

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None.

### **John Bury**

Acting Director of Services for Communities

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E-mail: [sharon.lansdowne@edinburgh.gov.uk](mailto:sharon.lansdowne@edinburgh.gov.uk) | Tel: 0131 469 3290

## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P44</b> - Prioritise keeping our streets clean and attractive.  |
| <b>Council outcomes</b>         | <b>CO25</b> – The Council has efficient and effective services that deliver on objectives.<br><b>CO26</b> – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. |
| <b>Single Outcome Agreement</b> | <b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.   |
| <b>Appendices</b>               | None   |

# Transport and Environment Committee

10.00 am, Tuesday, 12 January 2016

## Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit – Various Roads, Edinburgh

|               |      |
|---------------|------|
| Item number   | 7.12 |
| Report number |      |
| Executive     |      |
| Wards         | All  |

### Executive summary

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The purpose of this report is to acknowledge and set aside objections to the proposed Traffic Regulation Order (TRO) for a citywide 20mph network, as shown on the Implementation Phasing Plan appended to this report.

### Links

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|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P46</a>   |
| Council outcomes         | <a href="#">CO19</a>  |
| Single Outcome Agreement | <a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> , <a href="#">SO4</a> |

## Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit – Various Roads, Edinburgh

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the objections received to the advertised Traffic Regulation Order; and
  - 1.1.2 sets aside the objections and gives approval to make the Traffic Regulation Order as advertised.

### Background

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- 2.1 On 17 March 2015, the Transport and Environment Committee approved an implementation plan for the roll-out of the citywide 20mph network. The network had previously been approved by Committee on 13 January 2015, following consultation. The report requested authorisation to commence the statutory procedures to introduce a 20mph speed limit for the approved network.

### Main report

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- 3.1 The citywide 20mph network will be implemented in six phases over 24 months. A single Traffic Regulation Order (TRO) is being promoted, which covers the streets included in all six phases.
- 3.2 The draft TRO was advertised in May 2015. In accordance with applicable legislation, notices were erected on-street, adverts were placed in the local press and copies of all of the relevant documents were made available for viewing at the reception in the City Chambers.
- 3.3 In addition to the legislative requirements set out in paragraph 3.2 above, 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](http://tellmescotland.gov.uk).



- 3.4 At the end of the formal consultation period, the Council had received a total of 86 responses. Of those, 27 (31%) indicated that they supported the proposals, with a further 5 (6%) making comments that can be classed as questions relating to the introduction of 20mph speed limits. The remaining 54 (63%) of responses were objections, of which 18 (21%) were objections to specific streets rather than to the whole network. 82 responses were from individuals and 4 responses were from organisations.
- 3.5 The topics which elicited the greatest number of responses, and which are directly related to the introduction of a citywide 20mph network, are considered below. Further responses received, and comments in response, can be found in Appendix 2.

### **Increase in congestion and pollution**

- 3.6 The issue of increased congestion and pollution featured in 24 objections. The respondents are concerned that reducing speed limits in the affected areas will see an increase in pollution, due to increased congestion and also increased inefficiency of vehicle engines. The main line of discussion centres on the efficiency of engines when a vehicle is travelling at 20mph compared to 30mph.
- 3.7 Studies have so far not conclusively proven either a positive or negative effect on emissions. Driving at 20 mph causes some emissions to rise slightly and some to fall. Research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph may help to improve traffic flow. In addition, as a result of reduced acceleration and braking, 20mph may help to reduce fuel consumption and associated emissions. Some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling short distances instead of driving.

### **Opposition to a blanket approach**

- 3.8 There were 20 comments regarding the belief that the citywide 20mph network has wrongly adopted a blanket approach. These comments stated their opposition to 20mph on arterial routes that they suggested would affect the flow of traffic throughout the city. They stated that 20mph should be limited to outside schools and residential areas.
- 3.9 The proposals are for a network of 20mph streets, chiefly in residential and shopping areas, complemented by a network of 30mph and 40mph roads on key arterial routes in the city suburbs. Those main roads, where a 20mph limit is proposed, have the greatest mix of pedestrians, cyclists and motor vehicles, and/or have a high incidence of collisions.

- 3.10 The network was developed through extensive partnership working and stakeholder engagement throughout 2014. There are a number of streets where it is proposed to retain a 30mph limit, due to the commitment made to retain a coherent network of 30mph routes across the city, despite there being significant local support for a 20mph limit.

### **Cost of the project**

- 3.11 Nineteen objectors suggested that the funding would be better spent on road maintenance, including re-marking white lines and resurfacing. The overall cost for the project has been budgeted at £2.22 million. However, it is anticipated that the majority of the funding for the project will either be obtained as a result of successful bids for external funding or will be ring-fenced funding allocated to the Council, by the Scottish Government, for projects aimed at improving safety and encouraging active travel. The cost to Transport's Capital Investment Programme is estimated to be around £430,000, split over a period of three financial years.
- 3.12 It should also be noted that the Council has invested an additional £5 million in road maintenance and improvements as part of the 2015/16 budget.

### **Road safety**

- 3.13 Nineteen comments were received in relation to road safety concerns resulting from the introduction of 20mph speed limits. These concerns included the potential for people to be too focused on their speedometer to be able to see hazards, an increased danger to cyclists and increased danger around schools. However, there is no evidence to suggest that drivers will focus on their speedometers in a 20mph zone more than while driving in a 30mph zone.
- 3.14 Driving more slowly can prevent injuries and save lives. Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a 6% fall in the number of casualties. It has also been shown survival rates are seven times higher when a pedestrian is hit by a car driving at 20mph, than compared to 30mph. Research also shows that a child is much less likely to be seriously injured or killed if hit by a car at 20mph.

### **Journey times**

- 3.15 The issue of increased journey times resulting from a reduced speed limit was raised 15 times. Objectors stated that the introduction of lower speed limits across the proposed network will have a significant impact on vehicle journey times and in turn a significant impact on businesses.

- 3.16 Research in other cities, surveys of current speeds, and results of the pilot project in South Edinburgh, suggest that journey times will not significantly increase. Actual traffic speeds in 30mph zones are often significantly below the speed limit and a significant proportion of journey time is spent stationary in traffic or at junctions. In addition, by easing traffic flow during busy periods, 20mph may actually reduce some journey times. Changes not exceeding 25 seconds per mile can be expected and this figure might be significantly lower (around 10 seconds per mile has been found in central parts of Bristol, where a 20mph limit has been introduced). More research on this matter will be undertaken as part of the post implementation monitoring programme and the results of this will be posted on the Council's website.
- 3.17 A significant number of additional issues were raised in relation to the proposals. These issues, and the comments provided in response, are listed in Appendix 2.

### Next steps

- 3.18 It is proposed to introduce the citywide 20mph network over six phases. The proposed implementation dates are shown Table 1 below. The areas of the city covered by each phase are shown on the Implementation Phasing Plan appended to this report.

| Phase | Proposed Implementation date |
|-------|------------------------------|
| One   | July 2016                    |
| Two   | October 2016                 |
| Three | February 2017                |
| Four  | June 2017                    |
| Five  | October 2017                 |
| Six   | February 2018                |

**Table 1: Phasing Details**

## Measures of success

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- 4.1 The intended impacts and therefore measures of success for the project include:
- Reduction in speeds.
  - Reduction in numbers and severity of road casualties on relevant streets.
  - Increase in walking and cycling; and

- Improvements in peoples' perceptions relating to 'liveability' and 'people-friendliness' of Edinburgh's streets, for example how people feel about walking and cycling in their neighbourhoods, walking in local shopping streets, independent local travel by children and children playing outside in 20mph zones.

## Financial impact

- 5.1 The total implementation cost of the project is estimated to be approximately £2.22 million, split across three different financial years.
- 5.2 The total cost to existing Council budgets is estimated to be £1.14 million. This is made up of £430,000 from Transport's Capital Investment Programme (CIP) and £710,000 from Cycling, Walking, Safer Streets (CWSS) funding, which is ring fenced funding received annually from the Scottish Government.
- 5.3 It is anticipated that the remaining £1.08 million could potentially be obtained from successful bids for external match funding that is available for this type of project from the Scottish Government and Sustrans. Both of these organisations have previously shown support for the project and there is therefore a degree of confidence that they will be supportive of future funding bids.
- 5.4 The proposed phasing arrangements and timescales for the implementation of the 20mph network have been developed on the basis that these funding bids will be successful. Bids have to be submitted on a year by year basis, according to the potential funding organisation's timetable.
- 5.5 The cost to existing Council budgets this financial year is expected to be approximately £215,000, with a further £250,000 being provided by external funding that has already been secured. A summary of the anticipated costs and sources of funding for the project is contained in Table 2 below. A more detailed breakdown is contained in Appendix 3.

|            |  |              |
|------------|--|--------------|
| CIP        | Transport Capital Investment Programme                                   | 430          |
| CWSS       | Cycling, Walking, Safer Streets (ring fenced funding from Scottish Govt) | 710          |
| Comm Links | Community Links (SUSTRANS)   | 950          |
| SG         | Other Scottish Govt funding  | 65           |
| SCSP       | Smarter Choices, Smarter Places (Scottish Govt)                          | 65           |
|            |  | <b>2,220</b> |

**Table 2: Anticipated Costs and Funding Sources**

- 5.6 In addition to the above there are existing funds, identified for use to provide speed reduction measures, that the Council has secured through Section 75 agreements. A review of these contributions will be undertaken to see whether this funding can be utilised for delivering the 20mph network. It is anticipated that any funding identified from this process will be used to replace funding from the Capital Investment Programme.

- 5.7 Ongoing revenue costs for the maintenance of 20mph signs and road markings will be offset by reductions in other maintenance associated with the proposal eg it will no longer be necessary to provide road centre line markings on residential streets with a 20mph limit.

## **Risk, policy, compliance and governance impact**

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

## **Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights or impacts on duties under the Act. No negative impacts are anticipated and it is expected that the Scheme should improve conditions for vulnerable road users.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered.
- 8.2 There is no conclusive evidence to suggest that the proposals to reduce the speed limit will have a positive or negative impact on carbon emissions.
- 8.3 It is, however, expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.
- 8.4 Relevant Council sustainable development policies have been taken into account and are noted as Background Reading later in this report.

## **Consultation and engagement**

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- 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 Community Councils and the emergency services, as well as to all local ward Councillors. Details have also been made available on the Council and Scottish Government websites.

## Background reading/external references

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

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

[Climate Change Framework](#)

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

DfT Circular 01/2006 Setting Local Speed Limits

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

### John Bury

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <b>P46</b> – Consult with a view to extending current 20mph zones.  |
| <b>Council outcomes</b>         | <b>CO19</b> – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm.  |
| <b>Single Outcome Agreement</b> | <b>SO1</b> – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all.<br><b>SO2</b> – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.<br><b>SO3</b> – Edinburgh’s children and young people enjoy their childhood and fulfil their potential.<br><b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric. |
| <b>Appendices</b>               | <b>Appendix 1:</b> City Wide Implementation Phasing Plan<br><b>Appendix 2:</b> Responses Received to TRO and Comments in Response<br><b>Appendix 3:</b> Anticipated Costs and Funding Sources   |



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20mph Network Definition

City Wide  
Implementation Phasing Plan

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

Drawing Name: C:\Data\Projects\sp\_672924\3\005\SP\_672924\_3\_005.dwg  
 Date: 12/01/2015 10:00:00  
 Author: A Tinto  
 Checked: C Wood  
 Project: 20mph Network Definition  
 Job No: 672924  
 Scale: Not to Scale  
 Drawing No: SP/672924/3/005

## Analysis of Comments from SLO

Total number of responses - 86

|   |  |                  |
|---|--|------------------|
| 54 (63%) Objections including 18 objections to specific streets | 27 (31%) Expressions of support  | 5 (6%) Questions |
| 82 Responses from individuals                                   | 4 Responses from Organisations - (Fairmilehead Community Council, Grange Prestonfield Community Council, Cramond & Barnton Community Council, Motorcycle Action Group) |                  |

### Representations

**Many respondents made multiple points and raised similar issues. These are grouped together in the table below. The number of times a comment was raised is represented in column three.**

| Issue   | Response  | Number of comments |
|---|---|--------------------|
| 20mph proposals will increase congestion and pollution  | Studies have so far not conclusively proven either a positive or negative effect on emissions: driving at 20 mph causes some emissions to rise slightly and some to fall. Research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph may help to improve traffic flow. In addition, as a result of reduced acceleration and braking, 20mph may help to reduce fuel consumption and associated emissions. Some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling short distances instead of driving. | 24                 |
| Blanket approach: Against 20mph on arterial routes, support 20mph in residential areas and outside schools only | The proposals are for a network of 20mph streets chiefly in residential and shopping areas, complemented by a network of 30 and 40mph roads on key arterial routes in the city suburbs.<br><br>Those main roads where a 20mph limit is proposed have the greatest mix of pedestrians, cyclists and motor vehicles, and/or have a high incidence of collisions.  | 20                 |



|   |  |           |
|---|--|-----------|
| <p>Costs of 20mph programme: Money could be better spent. Concerns that this is a cash raising venture for Council</p>  | <p>The overall cost for the project has been budgeted at £2.2 million. However, it is anticipated that the majority of the funding for the project will either be obtained as a result of successful bids for external funding or will be ring-fenced funding allocated to the Council by the Scottish Government for projects aimed at improving safety and encouraging active travel.</p> <p>The Council will not profit from the introduction of 20mph speed limits. No money from fines will be paid to the Council.</p>   | <p>19</p> |
| <p>Road Safety: Lack of evidence to show that 20mph will improve road safety, overtaking more dangerous at 20mph, driver frustration will lead to accidents</p> | <p>Driving more slowly can prevent injuries and save lives. Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a 6% fall in the number of casualties. It's also been shown that pedestrians are seven times more likely to survive if hit by a car driving at 20mph, than at 30mph. If a child suddenly steps in front of a car, they are much less likely to seriously injure or kill them if you keep to a 20mph limit.</p>  | <p>19</p> |
| <p>Journey times: Concerns that journey times will increase</p>   | <p>Research in other cities, surveys of current speeds, and results of the pilot project in South Edinburgh, suggest that journey times will not significantly increase. This reflects existing traffic speeds in 30mph zones often being significantly below the speed limit and the proportion of time which is spent stationary in traffic. In addition, by easing traffic flow during busy periods 20mph may actually reduce some journey times. Changes not exceeding 25 seconds per mile can be expected and this figure might be significantly lower (around 10 seconds per mile has been found in central parts of Bristol, where a 20mph limit has been introduced). More research on this matter will be undertaken as part of the post implementation monitoring programme and the results of this will be posted on the Council's website.</p> | <p>15</p> |
| <p>Concerns that 20 mph is not economical for cars and vehicles do not run efficiently at 20mph</p>   | <p>Fuel consumption, pollution and engine wear are primarily affected by driving style, with hard acceleration and braking contributing to an increase in these. A 20mph limit can reduce the level of braking and acceleration and also smooth traffic flow through junctions on an urban road network.</p>   | <p>13</p> |
| <p>Impact on business and tourism</p>   | <p>It is considered that businesses will benefit from the increased "liveability" which slower speeds will foster in their area, with more people attracted to spend time in shopping streets where they feel safer and the environment is generally more pleasant.</p>  | <p>9</p>  |

|  |  |   |
|--|--|---|
| There is no need for 20mph to apply 24 hours a day   | It is important that operating hours are clear to avoid any confusion and help people to use streets appropriately. The majority of casualties are injured during daylight but there are still a significant number of people injured during darkness particularly in the autumn and winter months and at weekends. In addition, ensuring that the reduced limit is in effect at all times will help encourage behavioural change.   | 8 |
| Concerns that 20mph will not be enforced             | The legal speed limits on all roads in the Capital are enforced by Police Scotland and this will be no different whether the street is 20, 30 or 40mph. Police will direct their resources to particular problem areas, as they do currently, and drivers caught flouting the limit will face warnings or speeding fines.  | 8 |
| Speed Limit Order and Consultation poorly advertised | The Council has followed statutory procedures for the advertisement of a Speed Limit Order. The SLO was advertised in the Press, on the Council's Traffic Orders page and by erecting notices on every affected street throughout the city. The public consultation on 20mph speed limits last year was promoted in the Press, on the Council website and on social media. An engagement programme of meetings and drop in events was held in each of the neighbourhood areas across the city and road show events were held in the Gyle and St James Shopping Centres. Posters, information and flyers were distributed widely across the city. | 5 |
| 30mph is adequate                                    | The 30 mph limit was brought in as the national speed limit for built-up areas in 1934. Since then there has been a huge increase in the number of motor vehicles on the roads and the potential for accidents has increased. When driving at 30 mph you have far less time to react to any incident. The stopping distance is also proportional to the speed so a car braking from 30 mph will still be travelling at 22mph when one braking from 20mph will have stopped.  | 3 |
| Concerns re increase in street clutter               | The design will rely primarily on signage and road markings. A careful balance will be required between adequate signage and minimising street clutter. Each street will be considered on a case by case basis, and existing street furniture will be used to erect new signage wherever possible. Extra care will be taken in sensitive locations such as conservation areas and around historic buildings.   | 3 |

|   |   |          |
|---|---|----------|
| <p>Proposals contravene Scottish Government Good Practice Guidance. Guidance on 20mph zones states that the limit is unlikely to be complied with on roads where the vehicle speeds are substantially in excess of 20mph.</p> | <p>We have sought to comply with Scottish Government Good Practice Guidance. Clause 55 states:<br/>The City of Edinburgh Council pilot showed that locations with an initial mean speed higher than 24 mph generally experienced the highest drops in speeds. It can therefore be appropriate to impose 20 mph limits on some streets with a mean speed of higher than 24 mph, in a context of other nearby streets with lower existing averages. This can have the benefit of avoiding a piecemeal speed network in a predominantly 20 mph limit area.</p> | <p>3</p> |
| <p>Lack of consistency in speed limits</p>  | <p>We have sought to avoid too many or unpredictable changes in speed limits. The network has been developed using an agreed set of criteria and by applying a consistent approach across the city. It was also important to ensure a network of 30 and 40 mph roads on key arterial routes in the city to keep traffic flowing.</p>  | <p>2</p> |

### Objections to Specific Streets being reduced to 20mph

A number of objections were received from individuals who did not support the speed limit for a specific street being reduced to 20mph. However, in developing the 20mph network, a consistent approach was applied across the city using a robust set of criteria to establish a network of 20mph streets in the city centre, main shopping streets, residential areas and areas with high levels of pedestrian and cyclist activity. Streets outwith these categories would generally have a speed limit of 30mph. It was important to achieve a balance by retaining a network of roads at 30mph and 40mph on the key arterial routes to allow traffic to flow.

There has been extensive consultation and research carried out over the past few years which show a high level of public support for the 20mph proposals. Feedback from the consultation has also helped to define the network. The proposed 20mph network was then approved by Elected Members at the meeting of the Transport and Environment Committee on 13 January 2015.

Monitoring of the network will be undertaken a year on from implementation, with the findings presented to Committee for consideration.

Those streets for which specific objections to a reduction in the speed limit to 20mph are listed below.

| Main Roads   | Comments  | Number of Comments |
|--|---|--------------------|
| Melville Drive   | Against inclusion of major 'spine' roads in the TRO. Melville Drive should remain at 30mph. This is not a residential or shopping street. The street is already very well served (if not over-served) by pedestrian crossings and already has segregated cycling. It's a long wide road and 30 mph is perfectly safe.   | 5                  |
| Ravelston Dykes and Ravelston Dykes Road                               | Roads like Ravelston Dykes Road are not purely residential they have to be considered as part of your coherent and connected network of 30mph and 40mph roads in Edinburgh. The inclusion of these roads at 20mph is not consistent with their status as main routes through the area. For comparison see Craighleith Road between Queensferry Road and Comely Bank, which is a similar size of road and similarly trafficked but remains 30mph. Ravelston Dykes Road, in particular, has few properties. However, if you are not willing to accept this objection could you please alternatively treat Ravelston Dykes and Ravelston Dykes Road as '20mph Strategic and Secondary' rather than '20 local'. This would be consistent with, for example, the routes through the Grange or the Meadows. | 4                  |
| Braid Road<br>Braid Road/Pentland View<br>Braid Road/Buckstone Terrace | Braid Road is a main arterial road and if traffic speeds are lowered to 20mph it will result in traffic bunching causing people to exceed the limit and if not exceeding then feeling that they are holding other drivers up. Braid Road and similar roads in the city are distributor roads and not suitable for a 20mph speed limit. To impose a 20mph street on Pentland View and similar streets is useless unless you install calming measures to achieve a speed reduction. Signs alone will not work in achieving a 20mph speed limit.<br>At the moment it is 30mph coming off a 40mph road. We have vehicles coming down this road still at 40 let alone 30. There is no way they will be doing 20!   | 3                  |

|   |   |   |
|---|---|---|
| Leith Walk  | Against the inclusion of major 'spine' roads in the TRO. Council already has trouble with congestion on many of its roads and limiting major arteries will make matters worse.  | 2 |
| Strachan Road   | Will cause congestion to and from Queensferry Road. This particular road is wide and is connected to a road that has a 40mph speed limit and as such the differential in limits is likely to cause rather than reduce accidents (vehicles crossing over the junction from Telford Road 30mph/going to 40mph over the Queensferry Road then rapidly reducing to 20mph at Strachan Road.) It seems strange that you will be maintaining Craigmillar Road at 30mph but moving Strachan Road to 20 mph.   | 2 |
| Woodhall Road   | This is a main road and a bus route from/to Torphin.<br>It is a wide road which leads on directly from Colinton Road - which will retain a 30mph limit. 30mph seems logical for this larger road. A sudden requirement to brake to 20mph where the road divides at Woodhall Road / Bridge Road gives the potential for a serious driving hazard.<br>You may also wish to consider retaining the 30mph limit on Woodhall Road - which is observed by local residents - and put a 20mph light-up sign at the foot of Bonaly Road operational at the times of Bonaly school entry / exit.  | 2 |
| Morningside Road, Slateford Road, Leith Walk and Lauriston Road   | Council already has trouble with congestion on many of its roads and limiting major arteries will make matters worse.   | 1 |
| Some of the specific roads we believe should remain at 30mph are Saughtonhall Drive, Ellersly Road, Murrayfield Road, Ravelston Dykes, Ravelston Dykes Road, Craigmillar Road, Queensferry Road, Dean Bridge, Queensferry Street, Queen Street, Russell Road, Haymarket Terrace, Morrison Street, Melville Drive. | The same principle should apply to the rest of the distributor network unless there are specific local issues requiring a speed limit reduction for safety reasons. 20mph is a difficult speed to maintain unless the road environment is giving driver cues that signal a need to reduce speed. Such cues are absent from many of the distributor roads covered by the Council's proposals.  | 1 |
| South side: Mayfield Road, Blackford Ave (north), Kilgraston Road, Grange Road, Beaufort Road, Melville Drive<br>New Town: Dundas Street  | Scope of 20mph streets too broad. The choice of streets to include should be reviewed with relevant criteria to provide a more practical scope of restrictions  | 1 |
| Saughton Road North to Corstorphine High Street.<br><br>Meadow Place Road.  | This is a long main road and the shopping areas along it are well-recessed from the road, with off-road parking and very well served by pedestrian crossings and traffic islands. The shops are not open all day and a 20 mph limit (whilst not making sense for this road in the first place) makes even less sense outwith rush hour when it's quiet - both traffic and pedestrian-wise.<br><br>This is a main road with 4 lanes of traffic at peak times. There are no shops directly on this street and does not have high pedestrian or cycle traffic. In any event there are pedestrian crossings at either end of the road close to each other. You almost never see pedestrians trying to cross elsewhere therefore | 1 |

|  |   |  |
|--|---|--|
| <p>Ravelston Dykes -</p> <p>Queen Street.</p> <p>Roseburn Street.</p> <p>Russell Road.</p> | <p>slowing the traffic will be pointless.</p> <p>This is a main road with little to no pedestrians, few cyclists and no shops. It is a wide street with homes all well-recessed from the road. I don't see how this road even meets the criteria set by the council.</p> <p>This is a vital arterial route in the city. Pedestrians do not attempt to cross outwith the many crossings as the volume of traffic and width of the street does not facilitate this. Therefore reducing the speed on this wide, multi-laned road does not make sense and will only cause further congestion, especially when the traffic has already been held up for 5 mins at York Place by 2 trams passing. It is not a shopping or residential street.</p> <p>This is a not a shopping street, very few pedestrians. Wide road. 20 mph is unnecessary and doesn't suit the road.</p> <p>This isn't a shopping street, not a residential street and very few pedestrians. Totally unnecessary to change the limit here.</p> |  |
|--|---|--|

### Suggested Additions to the Speed Limit Order

| Road   | Comments   | Response   |
|--|--|--|
| Broomhall,<br>Westerbroom  | I believe 20mph is a good idea so why not include the whole of housing estates eg Broomhall, Westerbroom etc   | Broomhall and Westerbroom are already included as 20mph  |
| Peffermill Road<br><br>Charterhall Road<br>Blackford Avenue<br>West Mains Road<br>Esslemont Road<br>Lady Road<br>Cluny Gardens<br>Duddingston Road<br>West<br>Holyrood Park Road<br>to Old Church Lane | We would like to see 20mph applied to the full length, not the proposed '4' way split – 30/20 when school signs are on/30/and proposed new 20 – this would be easier for drivers, safer for cyclists and the primary school, make it easier for buses to turn in and out of the 'bus gate' and for turnings in and out of the busy University sports ground. It will be very confusing for drivers to have to work out which speed limit applies on which section of the same road.<br><br>Busy signed cycle route<br><br>Significant cycle route crossing and High School | The SLO provides an opportunity to make official representations and objections to the Order should there be specific issues to modify or stop the order. However, it is not within the scope of the SLO to add streets. |
| Gilmerton Road<br>Drum Street (north of<br>Candlemaker's Park)<br>Kirkbrae<br>Lasswade road (north<br>of Captain's Road  | They all have very narrow sections, a mostly residential character and there are several schools   | As above   |
| Gamekeepers Road<br>Cramond triangle<br>(Whitehouse Road<br>and Cramond Road<br>North)<br>Barnton Park View  | Serves two schools   | It is considered that Gamekeeper's Road should retain a 30mph limit. However, Barnton Park View, Whitehouse Road and Cramond Road North are included within the 20mph network  |

**Comments for Specific Streets currently within Speed Limit Order**

| <b>Road</b>  | <b>Objection</b>  | <b>Response</b>  | <b>Number of Comments</b> |
|--|---|--|---------------------------|
| B800 Queensferry Road in Kirkliston finishing at Eilston Loan                | This 20mph limit needs to be extended well beyond the junction so that it encompasses the area of the bus stops used by school children using the high school buses. Preferably it should run all the way to the 50mph limit to provide protection for the many people who walk on the very narrow pavement alongside this road. The current situation is an accident waiting to happen as a large percentage of vehicles speed up to the 50mph limit - and beyond - as soon as they clear the last speed pillow. These traffic calming measures have never been updated since the 30 limit was extended to allow for the building of the North Kirkliston development. | In areas where new developments have recently been constructed a second, separate SLO will be promoted which will include any new streets for which it is considered a 20mph is appropriate. | 1                         |
| North Gyle Drive   | No justification  | Local route in a residential area  | 1                         |
| The Wisp (Niddrie Mains Road, Duddingston Park South, Duddingston Road West) | I believe the 20mph proposals for the area around the Wisp will only serve to make the traffic flow significantly worse, contributing to more pollution   | Streets around the Wisp are already mostly 20mph   | 1                         |



## Questions/Corrections

| Questions/Corrections   | Response   |
|---|--|
| Oswald Road - Should be excluded as it lies within an existing Scheme   | Part of Oswald Road is included in an existing Scheme. All of Oswald Road is now part of the 20mph network.  |
| Margaret Rose Avenue, Margaret Rose Crescent, Margaret Rose Drive, Margaret Rose Loan, Margaret Rose Walk and Margaret Rose Way - All within an existing 20mph zone and should be excluded.   | These streets are within an existing 20mph zone and will be removed from the TRO.  |
| Pentland Terrace - It is within an existing 40mph limit being a continuation of Buckstone Terrace which has the same 40mph limit and is not included. It is our understanding that existing 40 mph roads are not affected.  | 40mph roads are not affected as part of the 20mph programme. Pentland Terrace consists of two parts. Pentland Terrace ( the continuation of Comiston Road) remains at 40mph. Pentland Terrace (off Braid Hills Road) is included in the TRO. |
| Back Dean is included in the schedule of roads where 20mph will apply under the above traffic order. Back Dean is a private road wholly owned and maintained by its residents. It is therefore unclear what authority Edinburgh Council has to impose this (or any other) restriction on it.  | The Council is allowed to set the speed limits on all roads under Section 84 of the Road Traffic Regulation Act 1984.  |
| Archibald Place, Boroughloch Square, Charles Street, Charles Street Lane, Cuddy Lane, Stable Lane, Tipperlinn Road (Part), Cuddies Lane, Margaret Rose Avenue (Part), Margaret Rose Drive (Part), Margaret Rose Way (Part) should all be removed from the Order   | The Council is allowed to set the speed limits on all roads under Section 84 of the Road Traffic Regulation Act 1984.  |
| I saw the advert in the Scotsman today and was surprised to see that Blinkbonny Road, Ravelston EH4 was not one of the streets included in the 20mph list. Could you please advise if this is correct or just an oversight and that Blinkbonny Road will be included for the 20mph rollout?   | Blinkbonny Road, Ravelston is included within the 20mph network.   |
| I note that Craigleith Avenue South (EH4 3LQ) is shown on the map as included in the 20mph zone, but it is not included on the 'List of Roads Affected', nor is it on the 'Advert' download. Craigleith Avenue North is listed, but that is an entirely separate road one block away. You may wish to revisit this as it may well be that any attempt to put up 20mph signs on Craigleith Avenue South would not be entirely correct if the order has not been properly made! | Due to an administrative oversight Craigleith Avenue South was not included in the TRO but will be added.  |
| Gordon Terrace Road should be excluded. There is no such locus, there is Gordon Terrace so it is assumed this is what is meant.   | Gordon Terrace Road should not have been included in the TRO as there is no such street. Gordon Terrace is currently a 20mph street, and no change is proposed.  |

|   |   |
|---|---|
| <p>Bridge Road - Edinburgh is listed there are 2 Bridge Roads - one at Balerno and one in Colinton Village, both within Edinburgh. A further description of the locus meant is required.</p>  | <p>Bridge Road, Colinton, is included within the Order as 'Bridge Road, Edinburgh'. It is proposed that Bridge Road, Balerno retain a 30mph speed limit.</p>  |
| <p>Please advise what the planned measures are for Lennel Avenue in relation to the above traffic order. How many signs will there be in the street and where exactly will they be positioned. Will there be any traffic calming road humps installed and if so where will they be positioned.</p>  | <p>The design will rely primarily on signage and road markings and a careful balance will be required between adequate signage and minimising street clutter. Each street will be considered on a case by case basis. Extra care will be taken in sensitive locations such as conservation areas and around historic buildings.</p> |
| <p>Rose Street - The recommended 20mph limit of pedestrian zones eg Rose Street and access lanes is excessive and should be reduced to 5 mph.</p>   | <p>The Council can impose a range of speed limits and 20mph is the lowest speed limit at its disposal</p>   |
| <p>Would it not be possible to have a standard speed on all roads within the city? For example 25mph as an average of the current limits. As proposed, my journey to work would be 20/30/40/30/40 and its only 5 miles from door to door!!!! It would be less complicated, easier to implement and would require less signage cluttering up our streets</p> | <p>The Council can approve a range of speed limits but 25mph is not a speed limit at the Council's disposal.</p>  |

| <b>Expressions of Support</b>   | <b>Number of Comments</b> |
|---|---------------------------|
| General support for 20mph programme   | 10                        |
| It will improve the environment of the city   | 8                         |
| 20mph will encourage active travel  | 4                         |
| 20mph will improve road safety  | 7                         |
| Good to see a shift in emphasis from motorists' needs to more vulnerable road users | 2                         |
| Reduced speed will increase safety  | 1                         |
| There will be economic benefits   | 1                         |

### Appendix 3 – Anticipated Costs and Funding Sources

|                                  | 2015/16     |            |                     |            |            | 2016/17     |            |                     |           | 2017/18     |            |                     | Total<br>£k  |
|----------------------------------|-------------|------------|---------------------|------------|------------|-------------|------------|---------------------|-----------|-------------|------------|---------------------|--------------|
|                                  | CEC Budgets |            | External Bids       |            |            | CEC Budgets |            | External Bids       |           | CEC Budgets |            | External Bids       |              |
|                                  | CIP<br>£k   | CWSS<br>£k | Comm<br>Links<br>£k | SG<br>£k   | SCSP<br>£k | CIP<br>£k   | CWSS<br>£k | Comm<br>Links<br>£k | SG<br>£k  | CIP<br>£k   | CWSS<br>£k | Comm<br>Links<br>£k |              |
| <b>Design +<br/>Construction</b> |             | 150        | 150                 |            |            | 300         | 250        | 550                 |           | 100         | 150        | 250                 | <b>1,900</b> |
| <b>Awareness<br/>Raising</b>     |             | 30         |                     |            | 65         |             | 60         |                     |           |             | 35         |                     | <b>190</b>   |
| <b>Monitoring</b>                |             | 35         |                     | 35         |            | 30          |            |                     | 30        |             |            |                     | <b>130</b>   |
| <b>Total</b>                     | <b>0</b>    | <b>215</b> | <b>150</b>          | <b>35</b>  | <b>65</b>  | <b>330</b>  | <b>310</b> | <b>550</b>          | <b>30</b> | <b>100</b>  | <b>185</b> | <b>250</b>          | <b>2,220</b> |
|                                  |             | <b>215</b> |                     | <b>250</b> |            | <b>640</b>  |            | <b>580</b>          |           | <b>285</b>  |            | <b>250</b>          |              |

|            |  |              |
|------------|--|--------------|
| CIP        | Transport Capital Investment Programme                                   | 430          |
| CWSS       | Cycling, Walking, Safer Streets (ring fenced funding from Scottish Govt) | 710          |
| Comm Links | Community Links (Sustrans)   | 950          |
| SG         | Other Scottish Govt funding  | 65           |
| SCSP       | Smarter Choices, Smarter Places (Scottish Govt)                          | 65           |
|            |  | <b>2,220</b> |

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Leith Programme – Objections to Traffic Regulation Order – Leith Walk (Brunswick Street to Dalmeny Street) and Redetermination Order – Leith Walk (Brunswick Street to Iona Street)

|                   |            |
|-------------------|------------|
| Item number       | 7.13       |
| Report number     |            |
| Executive/routine | Executive  |
| Wards             | Leith Walk |

### Executive summary

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The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Constitution Street and Leith Walk, which will transform the nature and operation of these streets. The Programme is being delivered in a number of phases over several financial years.

The next phase of the Programme to be implemented (Phase Four) will be the section of Leith Walk between Brunswick Street and Iona Street. The proposals for this section require both a Traffic Regulation Order and a Redetermination Order. This report details the results of the statutory consultation for both Orders.

Four objections to the advertised Traffic Regulation Order were received and two objections were received to the Redetermination Order. These objections and the Council's responses are detailed in this report.

Plans showing the proposed road layouts are appended to this report.

### Links

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|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P44</a> , <a href="#">P45</a>   |
| Council outcomes         | <a href="#">CO19</a> , <a href="#">CO22</a> |
| Single Outcome Agreement | <a href="#">SO4</a>                         |

## Leith Programme – Objections to Traffic Regulation Order – Leith Walk (Brunswick Street to Dalmeny Street) and Redetermination Order – Leith Walk (Brunswick Street to Iona Street)

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the objections received to the advertised Traffic Regulation Order and Redetermination Order and the Council's comments in response;
  - 1.1.2 approves the proposed changes to the advertised Traffic Regulation Order detailed in this report, relating to parking and loading restrictions in Pilrig Street;
  - 1.1.3 sets aside the objections received to the Traffic Regulation Order; and
  - 1.1.4 instructs officials to refer the objections to the Redetermination Order to Scottish Ministers.

### Background

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- 2.1 The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Constitution Street and Leith Walk, which will transform the nature and operation of these streets. The Programme is being delivered in a number of phases over several financial years.
- 2.2 Works to Constitution Street were completed in November 2013 and improvements to the section of Leith Walk between Crown Place and Iona Street were completed in December 2014. The third phase of the Programme, which involved upgrading the Foot of the Walk junction, was completed in June 2015.

### Main report

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- 3.1 The next phase of the Programme to be implemented (Phase Four) will be the section of Leith Walk between Brunswick Street and Iona Street. An extensive programme of improvements is proposed, including:
  - upgrades to the signal-controlled junctions at McDonald Road and Pilrig Street;

- the introduction of a prohibition on entry to Iona Street from Leith Walk, except for cyclists;
- alterations to parking and loading facilities;
- alterations to bus lane operating hours;
- provision of segregated cycling facilities in each direction;
- relocation of a bus stop from Leith Walk onto Pilrig Street;
- re-laying footways with flag paving;
- reducing road widths and providing raised tables at side streets;
- installing a new pedestrian refuge island;
- resurfacing road surfaces to benefit all road users;
- removing redundant street furniture, reducing street clutter and providing planters to create a more attractive environment; and
- relocating domestic waste containers into dedicated bays.

3.2 There is insufficient road space to achieve all of the above, and to maintain an acceptable level of public transport priority on Leith Walk, while retaining the existing dedicated lay-bys for loading and parking bays. It is therefore proposed to provide a road layout where the two kerbside traffic lanes will function as bus lanes during the peak traffic periods on Mondays to Fridays and provide facilities for loading and parking at other times.

### **Changes to Loading and Parking Provision**

3.3 A review of all existing loading and parking facilities along this section of Leith Walk has been undertaken and a number of changes are proposed in order to facilitate the improvements.

3.4 The Council appreciates that it is important for businesses and residents to have access to loading facilities, and has sought to ensure that these are provided at the most suitable locations to meet local demand. In order to inform the design, a survey was undertaken to determine the loading needs of businesses within this section of Leith Walk.

3.5 Plans showing the location of proposed loading and parking bays under the new layout, and their associated hours of operation, are provided in Appendix 1.

### **Leith Walk**

3.6 It is proposed to increase the number of loading bays on this section of Leith Walk from 18 spaces to 27 spaces. To achieve this, and to make other proposed changes to the road layout, the number of short stay parking bays on this section of Leith Walk would be reduced from 32 spaces to nine spaces.

3.7 In order to maintain public transport priority during peak traffic periods, the loading and parking bays that will be provided on this section of Leith Walk will not operate from 7.30am–9.30am or 4.00pm–6.30pm on Mondays to Fridays. This is consistent with other main routes into the city at peak times.

**Albert Street**

3.8 It is also proposed to convert 22 uncontrolled parking spaces on Albert Street into three loading spaces and 19 short stay parking spaces. This will increase the turnover of these spaces, to the benefit of local businesses and customers looking for short stay parking. The one existing disabled parking space in this area will be retained.

3.9 Further details of the proposed changes to loading and parking facilities are provided in Tables 1 and 2 below:

| Type     | Location      | Operation  | Spaces |
|----------|---------------|--|--------|
| Existing | Leith Walk    | Mon - Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm | 18     |
| Proposed | Leith Walk    | Mon - Fri: 9.30am – 4.00pm, Sat: 8.30am – 6.30pm | 27     |
|          | Albert Street | Mon - Fri: 7.30am – 6.30pm                       | 3      |

Table 1 – Proposed changes to loading bays.

| Type     | Location      | Operation  | Spaces |
|----------|---------------|--|--------|
| Existing | Leith Walk    | Mon - Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm<br>60 mins max stay, no return within 90 mins | 32     |
|          | Albert Street | Uncontrolled   | 22     |
|          | Albert Street | Disabled   | 1      |
| Proposed | Leith Walk    | Mon - Fri: 9.30am – 4.00pm, Sat: 8.30am – 6.30pm<br>60 mins max stay, no return within 90 mins | 9      |
|          | Albert Street | Mon - Fri: 7.30am – 6.30pm<br>60 mins max stay, no return within 90 mins                       | 19     |
|          | Albert Street | Disabled   | 1      |

Table 2 – Proposed changes to parking bays



### Provision of Segregated Cycling Facilities

3.10 New one-way segregated cycle facilities are proposed in each direction on Leith Walk between McDonald Road and Pilrig Street. These facilities will generally be 1.5m wide and will be physically segregated from traffic by a 0.5m wide segregation zone.

### Changes to Bus Lanes and Bus Stops

3.11 In order to maintain off-peak loading and parking provision for local residents and businesses, it is proposed to alter the operating hours of the bus lanes on this section of Leith Walk as shown in Table 3 below:

| Existing Operating Hours  | Proposed Operating Hours                         |
|---|--|
| Mon - Fri: 7.30am to 6.30pm, Sat: 8.30am to 6.30pm*<br>*temporarily changed for city-wide trial | Mon - Fri: 7.30am to 9.30am and 4.00pm to 6.30pm |

Table 3 – Proposed changes to bus lane operating hours

3.12 These revised bus lane operating hours will ensure that public transport priority is provided during the peak traffic periods on Leith Walk, while allowing loading and parking facilities to be provided within the same areas of road space at other times.

3.13 For reasons of consistency, it will also be necessary to alter the operating hours of the existing section of southbound bus lane on Leith Walk, between Dalmeny Street and Iona Street, to the proposed operating hours shown in Table 3 above.

3.14 These changes to the bus lane operating hours on this section of Leith Walk are integral to the proposed operation of the new road layout, with areas of road space functioning both as bus lanes and as facilities for loading and parking at different times of day. As such, these changes are being pursued independently of the current trial to change all day bus lanes throughout the remainder of the city into peak periods bus lanes, on an experimental basis.

3.15 It is also proposed to relocate the existing northbound bus stop outside No 378 Leith Walk into Pilrig Street (west of Spey Street). This will remove the existing potential for conflict between buses using the stop and cyclists and other traffic approaching the junction at Pilrig Street. It will also allow pedestrian facilities to be improved at this location. This stop is used only by the Lothian Buses No. 11 service.

- 3.16 In order to ensure two-way traffic flow past the new position of the stop, approximately 30m of new double yellow line waiting and loading restrictions were proposed on the north side of Pilrig Street, between Pilrig Glebe and Arthur Street. After consideration of the objections received to the advertised Traffic Regulation Order, it is now proposed to install single yellow lines over part of this length instead. Further details are provided in paragraphs 3.54 to 3.59 of this report.
- 3.17 Lothian Buses has been consulted over the proposed changes to bus lane operating hours and the relocation of the bus stop, and is satisfied with the proposals.

### **Prohibited Entry**

- 3.18 As part of the proposals, it is proposed to prohibit entry for vehicles into Iona Street from Leith Walk. This will improve traffic flow in the area around the Pilrig Street and Iona Street junctions, mainly by preventing queues of traffic waiting to turn right into Iona Street from obstructing the Leith Walk/Pilrig Street junction.
- 3.19 The prohibition of this right turn was suggested by Leith Central Community Council during an earlier Leith Programme consultation. However, it will be possible to provide a clearer, and therefore more self-enforcing, road layout by prohibiting entry for all vehicles rather than by only prohibiting right turn manoeuvres.
- 3.20 Traffic counts have been undertaken in order to establish the number of vehicles that currently enter Iona Street from Leith Walk and it is not considered likely that there will be an unacceptable impact from displaced traffic on the various possible alternative routes.
- 3.21 In line with commitments in the Council's Active Travel Action Plan, cyclists will be exempted from the proposed prohibition on entry. A contraflow cycle lane will be provided to allow cycle access into Iona Street from Leith Walk.
- 3.22 The exit for vehicles from Iona Street onto Leith Walk will be retained under the proposed new layout.

### **Relocation of Waste Containers into Dedicated Bays**

- 3.23 Dedicated areas of road space will be created to accommodate domestic waste containers. This will ensure that these containers are removed from the footway, creating a more attractive environment for pedestrians. There will also be no conflict with cyclists using the segregated cycle lanes, particularly when refuse is being collected.

## **Changes to Disabled Parking Bays**

- 3.24 In order to provide dedicated loading facilities on the northbound side of Leith Walk at Albert Place, it is proposed to remove two existing disabled parking bays. It is considered that these bays are no longer required, as they were originally introduced to assist visitors to the former Council Social Work Department office at Shrubhill House. This building has now been demolished and a new development, consisting of student accommodation above ground floor retail premises, is currently under construction.
- 3.25 The existing disabled parking bay at the west end of Albert Street and those outside McDonald Road Library will be retained under the proposed design.

## **Future Proofing**

- 3.26 The proposed design for this section of Leith Walk has been developed in consultation with the Council's Tram Team and the Tram Operator.
- 3.27 The proposed design is compatible with a future tram extension on this section of Leith Walk, and significant physical changes would not be required to kerblines to accommodate this.

## **Statutory Consultation**

- 3.28 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft Traffic Regulation Order was advertised between 20 October and 17 November 2015.
- 3.29 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft Redetermination Order was advertised during the same period.
- 3.30 In addition, approximately 2,000 letters were delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the Orders.
- 3.31 Four objections were received to the advertised Traffic Regulation Order, and two objections were received to the advertised Redetermination Order. The objections received are listed in Appendix 3.
- 3.32 Six further responses were also received during the statutory consultation period. Four of these responses included comments or questions relating to the advertised Orders, while two expressions of support for the proposals were also received, including one from SPOKES.
- 3.33 The issues raised within the objections to the Orders relate to:
- the proposed parking restrictions on Albert Street;
  - the proposed 'no entry' restriction for vehicles into Iona Street from Leith Walk;
  - the proposed changes to the Leith Walk/Pilrig Street junction, and

- the proposed relocation of the bus stop from outside No. 378 Leith Walk to Pilrig Street, and proposed waiting restrictions associated with the relocation

3.34 Further details of the objections received and the Council's responses are provided in Appendix 4.

Parking restrictions on Albert Street

3.35 One objector raised concerns that the introduction of short stay parking bays at the west end of Albert Street will have an impact on the remaining uncontrolled spaces on the street as there will be fewer spaces for those wishing to park longer than the permitted maximum stay, increasing existing parking pressure in the street further.

3.36 The proposed short stay bays can be used up to a maximum of 60 minutes between 7.30am and 6.30pm (Monday to Friday). There is no maximum length of stay at all other times. This means that residents will be able to use these bays for evening and overnight parking between 5.30pm and 8.30am on weekdays and at all times at weekends.

3.37 The short stay bays are proposed to offset the loss of peak period parking and loading facilities and short stay parking bays on Leith Walk. The 60 minute limit will increase the turnover of these spaces to the benefit of local businesses and customers looking for short stay parking. The bays will also be consistent with the 60 minute maximum stay in force for parking bays on Leith Walk on Mondays to Saturdays.

'No entry' into Iona Street for vehicles

3.38 Two objections were received in relation to the proposal to prohibit access for vehicles into Iona Street from Leith Walk under the new layout.

3.39 The first of these objections concerned a potential increase in traffic levels on Albert Street as an alternative route for eastbound traffic and advised that there are already issues with traffic flow on this street, mainly as a result of double parked vehicles. As such, any additional traffic on Albert Street would exacerbate existing traffic flow issues further.

3.40 Traffic counts were carried out as part of the design process to establish the number of vehicles currently entering Iona Street from Leith Walk. While restricting access to Iona Street will result in additional traffic using adjoining streets, this traffic is likely to be displaced onto a number of possible alternative routes, some nearby and some further afield as part of a more strategic re-routing. As such, the Council does not expect displacement of traffic to cause a significant problem on any individual alternative route.

- 3.41 The second objection received to the proposal to prohibit access to Iona Street from Leith Walk was received from a local business situated on Iona Street. This business operates a builders yard which receives a large number of deliveries made by a range of vehicles, including large articulated vehicles.
- 3.42 The concerns raised within this objection are:
- significant restriction and disruption of access to the business, resulting in a loss of trade;
  - safety concerns around increased HGV traffic travelling past the play park on Iona Street;
  - safety concerns around the physical ability of heavy goods vehicles entering and exiting Iona Street at Easter Road, and
  - impacts in terms of noise, road condition and vehicle maintenance as a result of having to travel over traffic calming features on Iona Street.
- 3.43 The proposed changes would not prevent vehicles leaving the yard from joining Leith Walk, while traffic entering or exiting the yard to/from Easter Road would also be unaffected. As such, three of the four currently possible movements to or from the business would be unaffected by the proposed changes.
- 3.44 The objector also raised concerns over the ability of heavy goods vehicles to make the turn into Iona Street from Easter Road, which would be the likely alternative route to the business for such vehicles. However, swept-path analyses have been reviewed, and there are no particular concerns.
- 3.45 The other issues which are raised within the objection have also been fully considered. The traffic calming measures which are in place on Iona Street are standard features which are common across the city and should not cause any issues for vehicles, including large goods vehicles. With regard to the play park on Iona Street, this is securely fenced off and is remote from the carriageway. While the access to the play park is not gained directly from Iona Street.
- 3.46 Although the issues raised in this objection relate entirely to traffic restrictions proposed as part of the Traffic Regulation Order, the objector also refers to the Redetermination Order within their objection. This objection has therefore been considered to be an objection to the Redetermination Order, in addition to the Traffic Regulation Order.

#### Changes at the Leith Walk/Pilrig Street junction

- 3.47 The final objection was received from a household on Pilrig Street which highlighted a number of concerns relating to the proposed changes at the Leith Walk/Pilrig Street junction.

- 3.48 The proposed changes at the junction reflect the principles of the Scottish Government's 'Designing Streets' guidance and are in keeping with the design principles for the Leith Programme as a whole, which were determined following extensive consultation with local stakeholders. These principles are consistent for all phases of the Programme, and promote simplified road layouts which are attractive for pedestrians and cyclists.
- 3.49 The objector believes that the reduction in northbound traffic lanes on approach to the junction and changes to the pedestrian crossing phasing will increase congestion and potentially lead to traffic 'rat-running' through Spey Terrace and Dryden Street to avoid the junction.
- 3.50 Under the proposals, to facilitate improvements to pedestrian and cycling facilities the northbound approach would be reduced from two traffic lanes at present to one lane, and the pedestrian crossing phasing at the junction would also be changed. There would be significant benefit for pedestrians as a result of widened footways and a single stage crossing on all legs of the junction. While journey times for vehicles are likely to increase, it is not considered that any unacceptable impacts will arise from the proposed changes in terms of congestion or that traffic will be displaced onto alternative routes.
- 3.51 The objector also raised concerns over the alignment of the northbound cycle lane at the junction, as a significant volume of traffic turns left at the junction into Pilrig Street and will be required to cross the lane. However, this is a standard junction layout and no issues are anticipated. SPOKES has been consulted on the proposals and have expressed support for the scheme in general, and has raised no concerns in relation to the proposed junction layout.
- 3.52 Under the existing layout, cyclists are not only in conflict with vehicles crossing the cycle lane to reach the left-turn lane, but also with the bus stop and loading bay on the northbound approach to the junction. The proposed new layout would remove all conflicts with the bus stop at this location, and would reduce conflicts between vehicles using the loading bay, cyclists and left-turning traffic. Under the new layout, the issue with cyclists and left-turning traffic would be confined to a specific location rather than over a greater length as at present.
- 3.53 As elements of the objection concerning changes at the Pilrig Street junction relate to the proposal to change areas of existing carriageway to footway, this has been considered as an objection to the Redetermination Order in addition to the Traffic Regulation Order.

Relocation of bus stop from Leith Walk to Pilrig Street (and associated waiting restrictions)

- 3.54 The above objector also raised concerns about the proposed relocation of the northbound bus stop from outside No 378 Leith Walk to Pilrig Street. The objector states that the stop will no longer serve the shops on Leith Walk, and that the footway at the proposed location is already narrow and the stop will act as a further obstruction for pedestrians.
- 3.55 The objection also states that the proposed 24 hour waiting and loading restrictions on Pilrig Street in the vicinity of the stop are unnecessary, and that any vehicles parked overnight would not cause any traffic flow issues.
- 3.56 Relocating the bus stop from Leith Walk will remove potential for conflict between buses using the stop and cyclists and other northbound traffic approaching the junction at Pilrig Street. It will allow pedestrian and cycling facilities to be improved at this location.
- 3.57 The stop is only used by one service (Lothian Buses No 11), and Lothian Buses has been consulted over the proposed relocation and have no objections.
- 3.58 The changes to waiting and loading restrictions on Pilrig Street are proposed in order to ensure two way traffic flow past the new position of the stop. The main concern is that, if two way traffic flow past the new stop is not possible due to parked vehicles, that westbound traffic will queue back to Leith Walk when a bus is stationary at the stop. However, it is accepted that this is unlikely to occur in the evenings or on Sundays. It is therefore proposed to change the double yellow line restrictions on the north side of Pilrig Street between Pilrig Glebe and Arthur Street to a single yellow line restriction (Monday to Saturday). This will enable parking and loading on the single yellow line overnight and on Sundays.
- 3.59 The number of passengers picked up by buses at the stop is very low, with the stop operating mainly as a drop off point. As such, no bus shelter is required on the footway, and there are expected to be extremely few occasions where waiting passengers may cause an obstruction. It is also proposed to widen the footway slightly to 1.8 metres. However, it is not possible to increase this further due to width restraints on Pilrig Street. A temporary bus stop was also introduced at this location during previous tram works on Leith Walk, and this operated satisfactorily.
- 3.60 Those who had objected to the advertised Orders were contacted with a detailed response to their objections, including details of the proposed amendments to the design. To date, no individuals have withdrawn their objection.

## **Next Steps**

- 3.61 It is recommended that the Committee approves the changes to the advertised Traffic Regulation Order relating to parking and loading restrictions in Pilrig Street, and also set aside the maintained objections to the Traffic Regulation Order to enable the Order to be made.
- 3.62 In accordance with the requirements of the Roads (Scotland) Act 1984, all objections to a Redetermination Order must be referred to Scottish Ministers. It is therefore recommended that the Committee instructs Officers to refer to Scottish Ministers the two objections which were received to the Redetermination Order. The process that Scottish Ministers use to reach their determination on the Order is at their discretion. They may decide to hold a public hearing to consider the objections but this is not a mandatory requirement.

## **Measures of success**

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- 4.1 The measure of success for the Leith Programme will be an improved, more attractive environment along the Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists.

## **Financial impact**

---

- 5.1 The costs associated with the statutory procedures to make the necessary Traffic Regulation Orders and Redetermination Order are estimated at £5,000.
- 5.2 The costs for this phase of construction will be subject to the outcome of a competitive tendering process. Construction costs will be fully contained within the Services for Communities managed Capital Investment Programme, and the scheme is supplemented by a significant external funding award from the Scottish Government.

## **Risk, policy, compliance and governance impact**

---

- 6.1 The Council's Tram Team and the Tram Operator have been consulted on the design in order to ensure that a tram extension could be delivered on this section of Leith Walk without having to make significant physical changes to the proposed layout.



## Equalities impact

---

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the full Leith Programme commenced during the consultation stage of the scheme and will be in effect throughout the delivery of the project.
- 7.2 It is likely that improvements to footways and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for all who live in or use this section of Leith Walk. This takes into account many people whose characteristics are protected under the Equalities Act 2010.
- 7.3 It is proposed to remove two existing disabled parking bays on Leith Walk, however it is understood that these bays were originally introduced to cater for visitors to the Council's Social Work Department office at Shrubhill House, which is no longer operational.
- 7.4 As such, no adverse impact for mobility-impaired street users is anticipated, and the disabled parking bay at Albert Street and those at McDonald Road Library will remain in place under the proposed new layout.

## 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 the report.
- 8.2 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh by delivering environmental improvements which will benefit all users of Leith Walk.

## Consultation and engagement

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- 9.1 Consultation was carried out between 20 October and 17 November 2015 as part of the statutory process for both Orders. This gave any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 In addition, approximately 2,000 letters were delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the Orders.

- 9.3 The Council's Tram Team and the Tram Operator have been consulted on the design in order to ensure that the tram extension could be delivered on this section of Leith Walk without having to make significant physical changes to the proposed layout.
- 9.4 Lothian Buses has been consulted on the proposed layout, including changes to bus lane operating hours and the relocation of a bus stop from Leith Walk to Pilrig Street.
- 9.5 As part of the wider Leith Programme, extensive consultation has been undertaken for the project with a wide range of stakeholders, with a dedicated webpage set up and regularly updated to provide information on the proposals. Neighbourhood Partnerships, local Ward members, Community Councils, cycling organisations, Lothian Buses and other community groups have all been consulted on the wider proposals.
- 9.6 In addition, regular Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are also held at key stages of the project. Members were briefed on the contents of this report at the Oversight Group meeting on 14 December 2015.

## **Background reading/external references**

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The Leith Programme, Consultation and Design, Report to the Transport and Environment Committee by Director of Services for Communities, 19 March 2013.

Active Travel Action Plan

[http://www.edinburgh.gov.uk/info/20037/policies\\_plans\\_and\\_strategies/341/transport\\_policy](http://www.edinburgh.gov.uk/info/20037/policies_plans_and_strategies/341/transport_policy)

### **Paul Lawrence**

Executive Director of Place

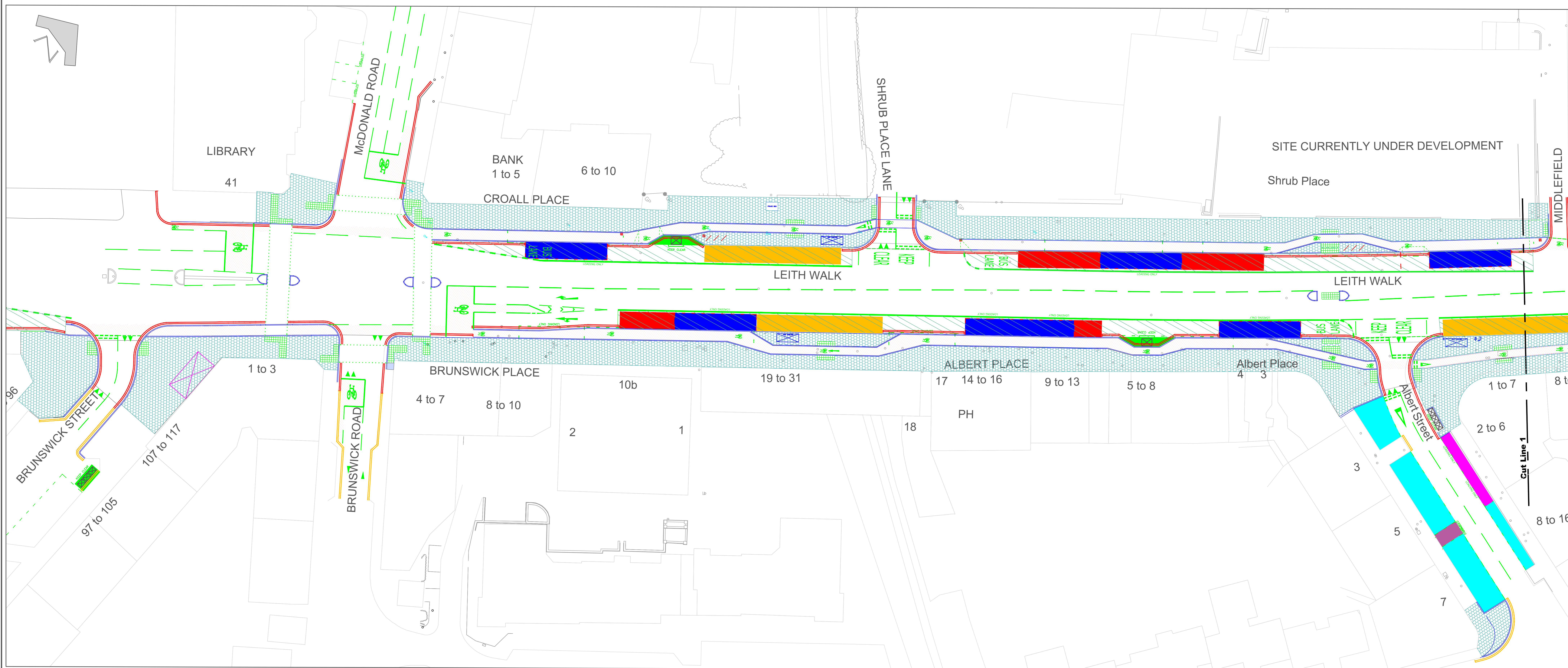
Contact: Callum Smith, Senior Professional Officer, Projects Development

E-mail: [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | Tel: 0131 469 3592

## Links

---

|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | P44 – Prioritise keeping our streets clean and attractive<br>P45 – Spend 5% of the transport budget on provision for cyclists  |
| <b>Council outcomes</b>         | 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<br>CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.  |
| <b>Single Outcome Agreement</b> | SO4 – Edinburgh’s communities are safer and have improved physical and social fabric   |
| <b>Appendices</b>               | Appendix 1 – Plans of the Leith Programme proposals for Leith Walk, between Brunswick Street and Dalmeny Street (Traffic Regulation Order), including proposed amendment to waiting and loading restrictions on Pilrig Street<br>Appendix 2 – Plans of the Leith Programme proposals for Leith Walk between Brunswick Street and Iona Street (Redetermination Order)<br>Appendix 3 – Objections received<br>Appendix 4 – Council’s response letters to objectors |



**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
No traffic except buses, taxis and cycles

Other times  
No restrictions

**Parking Bay Restrictions**

Mon - Fri 7.30am - 6.30pm  
60 minutes maximum stay, no return within 90 minutes  
No maximum stay for blue badge holders  
Loading permitted

Other times  
No restrictions

**Loading Bay Restrictions**

Mon - Fri 7.30am - 6.30pm  
No stopping except for loading or blue badge holders  
60 minutes maximum stay, no return within 90 minutes for blue badge holders

Other times  
No restrictions

**Greenway Parking Bay Restrictions**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
No Stopping

Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
60 minutes maximum stay, no return within 90 minutes  
No maximum stay for blue badge holders  
Loading permitted

Other times  
No restrictions

**Greenway Loading Bay Restrictions**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
No Stopping

Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
No stopping except for loading or blue badge holders  
60 minutes maximum stay, no return within 90 minutes for blue badge holders

Other times  
No restrictions

**Legend**

- Bus Stop
- Greenway Parking Bay
- Greenway Loading Bay
- Disabled Parking Bay
- Parking Bay
- Loading Bay
- Domestic Bin Bay
- Bus Lane
- Advisory Cycle Lane
- White Road Markings
- Double Red Road Markings - No stopping
- Double Yellow Road Markings - No Waiting or Loading

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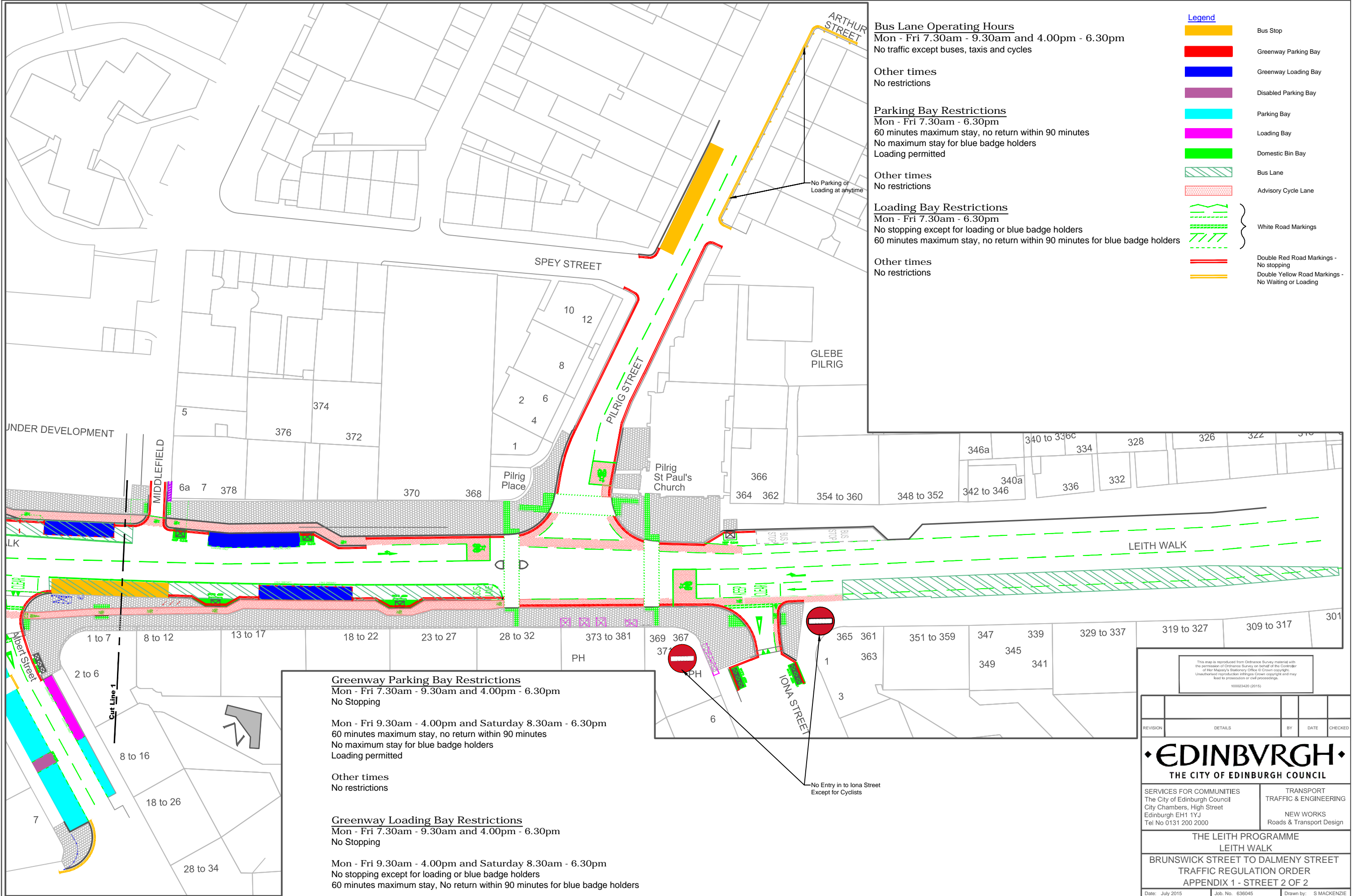
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City Chambers, High Street  
Edinburgh EH1 1YJ  
Tel No 0131 200 2000

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THE LEITH PROGRAMME  
LEITH WALK  
BRUNSWICK STREET TO DALMENY STREET  
TRAFFIC REGULATION ORDER  
APPENDIX 1 - STREET 1 OF 2

Date: July 2015 Job No. 636045 Drawn by: S MACKENZIE  
Scale: 1:250 Checked by: D WILSON



**Bus Lane Operating Hours**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
 No traffic except buses, taxis and cycles

**Other times**  
 No restrictions

**Parking Bay Restrictions**  
 Mon - Fri 7.30am - 6.30pm  
 60 minutes maximum stay, no return within 90 minutes  
 No maximum stay for blue badge holders  
 Loading permitted

**Other times**  
 No restrictions

**Loading Bay Restrictions**  
 Mon - Fri 7.30am - 6.30pm  
 No stopping except for loading or blue badge holders  
 60 minutes maximum stay, no return within 90 minutes for blue badge holders

**Other times**  
 No restrictions

**Legend**

- Bus Stop
- Greenway Parking Bay
- Greenway Loading Bay
- Disabled Parking Bay
- Parking Bay
- Loading Bay
- Domestic Bin Bay
- Bus Lane
- Advisory Cycle Lane
- White Road Markings
- Double Red Road Markings - No stopping
- Double Yellow Road Markings - No Waiting or Loading

**Greenway Parking Bay Restrictions**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
 No Stopping

Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
 60 minutes maximum stay, no return within 90 minutes  
 No maximum stay for blue badge holders  
 Loading permitted

**Other times**  
 No restrictions

**Greenway Loading Bay Restrictions**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
 No Stopping

Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
 No stopping except for loading or blue badge holders  
 60 minutes maximum stay, No return within 90 minutes for blue badge holders

**Other times**  
 No restrictions

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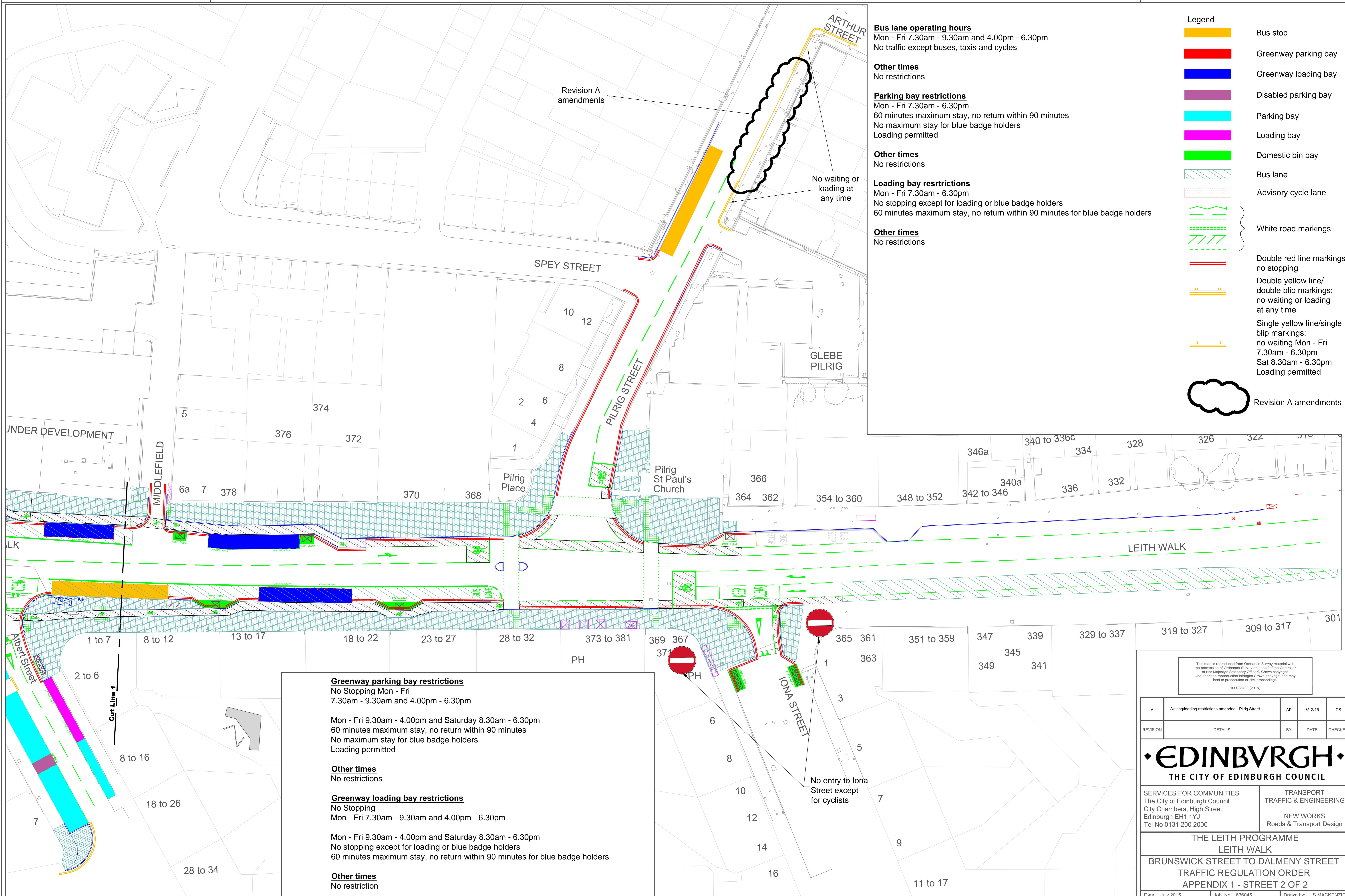
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 Tel No 0131 200 2000

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THE LEITH PROGRAMME  
 LEITH WALK  
 BRUNSWICK STREET TO DALMENY STREET  
 TRAFFIC REGULATION ORDER  
 APPENDIX 1 - STREET 2 OF 2

Date: July 2015      Job No. 636045      Drawn by: S MACKENZIE  
 Scale: 1:250      Checked by: D WILSON

DRG. NO. RTD/635045/TRO/402



**Bus lane operating hours**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
 No traffic except buses, taxis and cycles

**Other times**  
 No restrictions

**Parking bay restrictions**  
 Mon - Fri 7.30am - 6.30pm  
 60 minutes maximum stay, no return within 90 minutes  
 No maximum stay for blue badge holders  
 Loading permitted

**Other times**  
 No restrictions

**Loading bay restrictions**  
 Mon - Fri 7.30am - 6.30pm  
 No stopping except for loading or blue badge holders  
 60 minutes maximum stay, no return within 90 minutes for blue badge holders

**Other times**  
 No restrictions

- Legend**
- Bus stop
  - Greenway parking bay
  - Greenway loading bay
  - Disabled parking bay
  - Parking bay
  - Loading bay
  - Domestic bin bay
  - Bus lane
  - Advisory cycle lane
  - White road markings
  - Double red line markings: no stopping
  - Double yellow line/ double blip markings: no waiting or loading at any time
  - Single yellow line/single blip markings: no waiting Mon - Fri 7.30am - 6.30pm Sat 8.30am - 6.30pm Loading permitted
  - Revision A amendments

**Greenway parking bay restrictions**  
 No Stopping Mon - Fri  
 7.30am - 9.30am and 4.00pm - 6.30pm

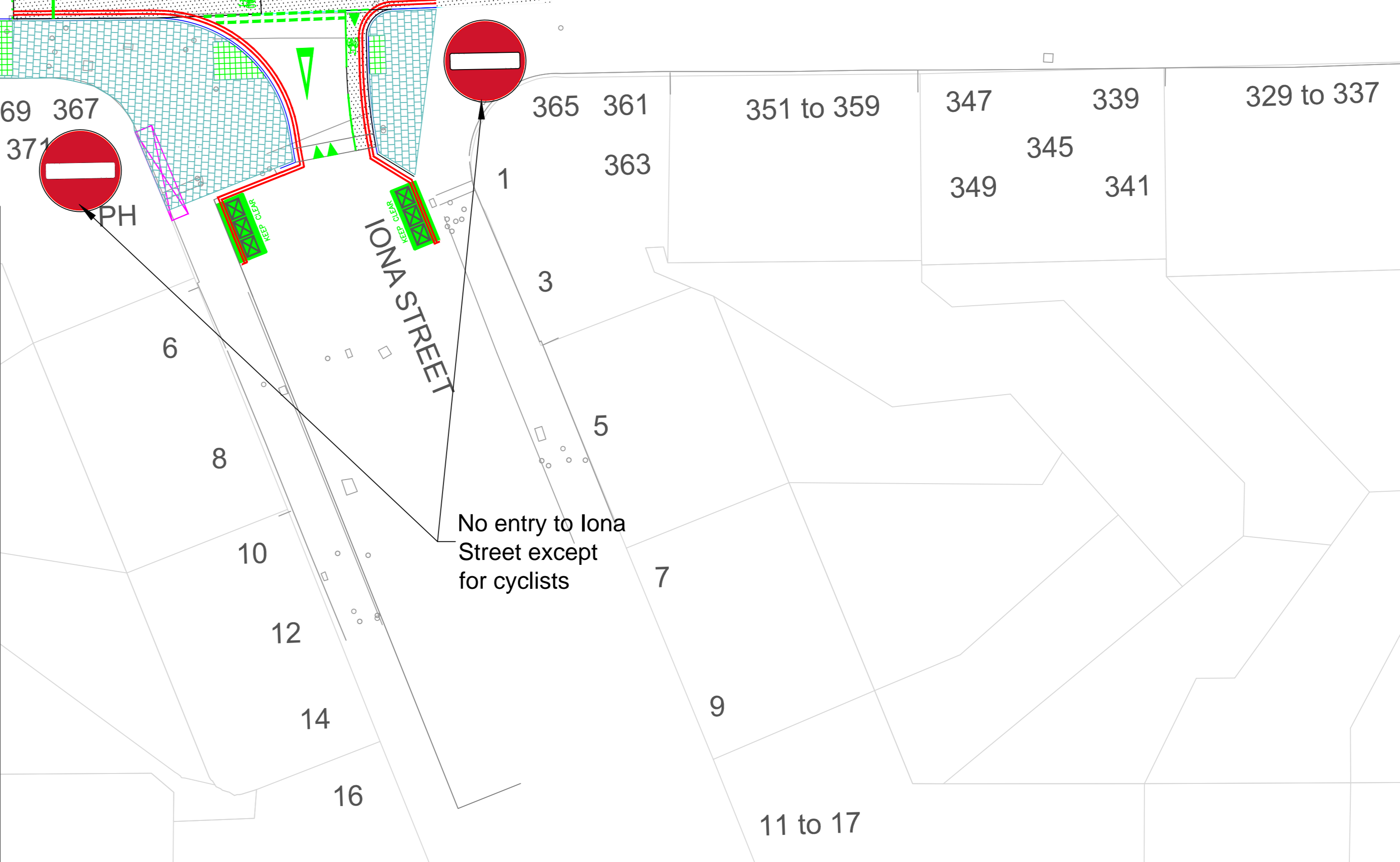
Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
 60 minutes maximum stay, no return within 90 minutes  
 No maximum stay for blue badge holders  
 Loading permitted

**Other times**  
 No restrictions

**Greenway loading bay restrictions**  
 No Stopping  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Mon - Fri 9.30am - 4.00pm and Saturday 8.30am - 6.30pm  
 No stopping except for loading or blue badge holders  
 60 minutes maximum stay, no return within 90 minutes for blue badge holders

**Other times**  
 No restriction



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| A        | Waiting/loading restrictions amended - Pilrig Street | AP | 8/12/15 | CS      |
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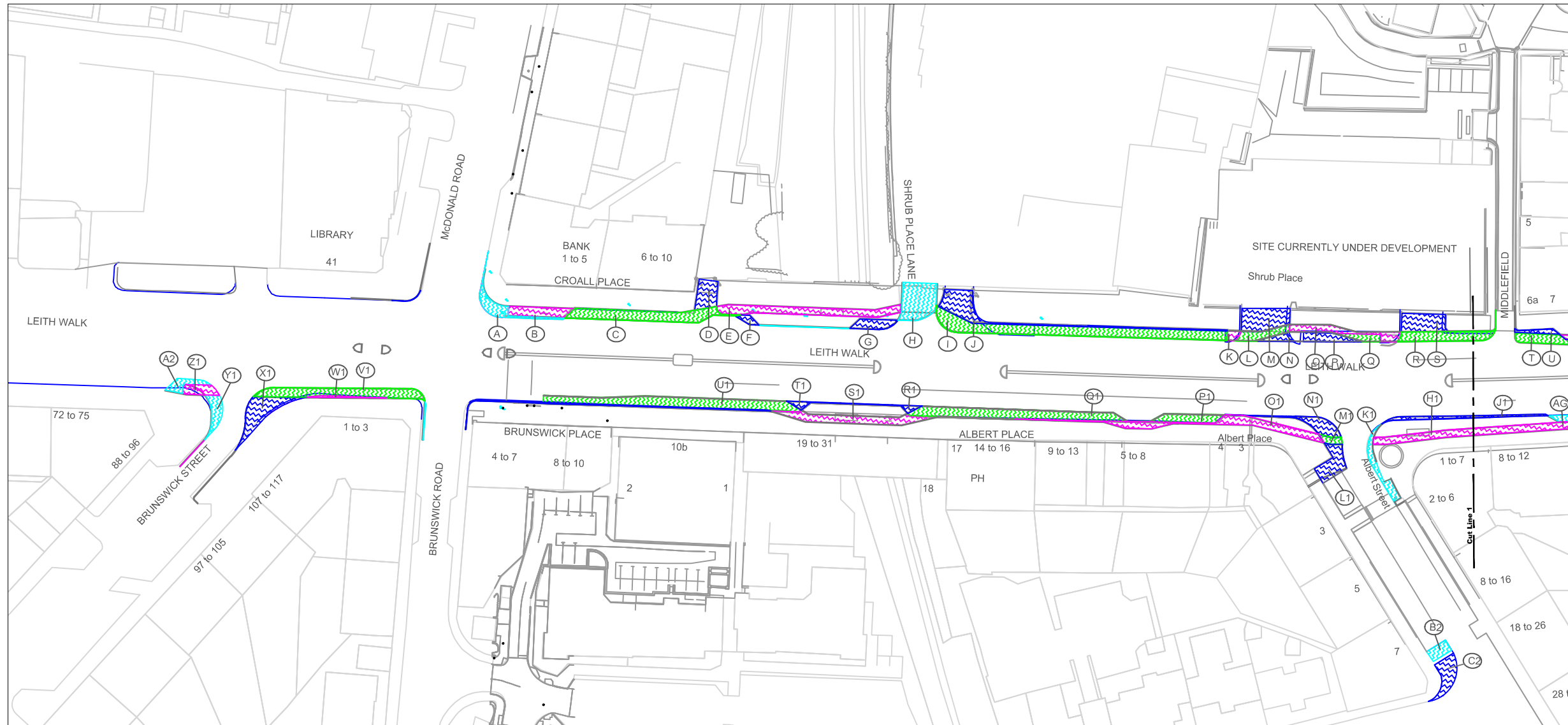
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 BRUNSWICK STREET TO DALMENY STREET  
 TRAFFIC REGULATION ORDER  
 APPENDIX 1 - STREET 2 OF 2

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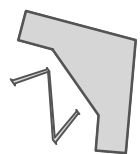
Legend

-  Existing carriageway redetermined as footway
-  Existing footway redetermined as carriageway
-  Existing carriageway redetermined as cycle track
-  Existing footway redetermined as cycle track



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Telephone: 0131 200 2000

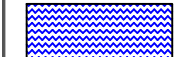



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Transport Design & Delivery

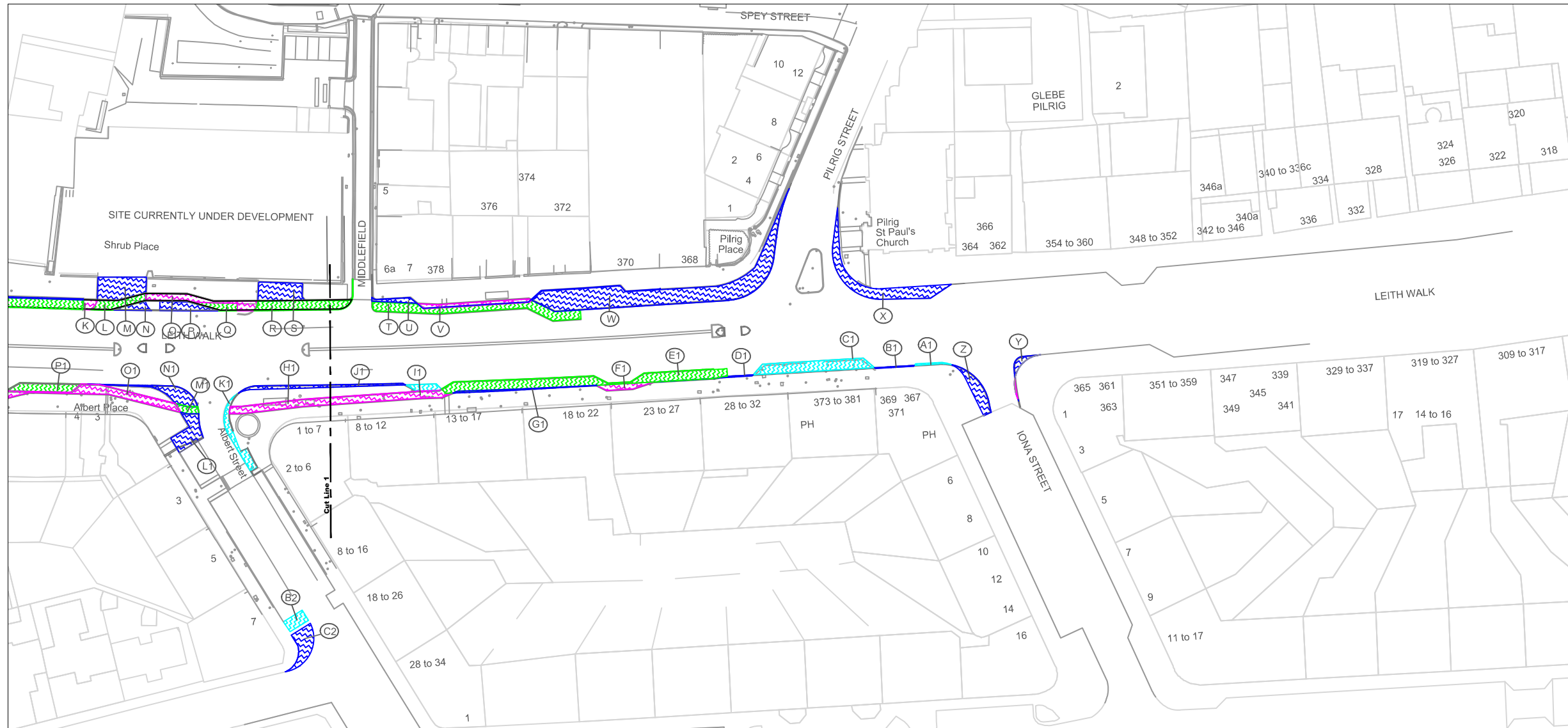
THE LEITH PROGRAMME  
LEITH WALK  
BRUNSWICK STREET TO IONA STREET  
RE-DETERMINATION  
SHEET 1 OF 2

Date: July 2015      Job No. 635045      Drawn by: S Mackenzie  
Scale: 1:1000      Checked by: D Wilson

NOTES:

Legend

-  Existing carriageway redetermined as footway
-  Existing footway redetermined as carriageway
-  Existing carriageway redetermined as cycle track
-  Existing footway redetermined as cycle track



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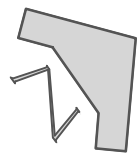
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THE LEITH PROGRAMME  
LEITH WALK  
IONA STREET TO BRUNSWICK STREET  
RE-DETERMINATION  
DRAWING 2 OF 2

|                 |                |                       |
|-----------------|----------------|-----------------------|
| Date: July 2015 | Job No. 635045 | Drawn by: S Mackenzie |
| Scale: 1:1000   |                | Checked by: D Wilson  |





**Request Type - General Enquiry**

**Service Request Number - 887043**

**SfC\City Centre/Leith Neighbourhood Management**

**Received Date - 15/10/2015**

**Service Area - CELO - Partnership and Information**

**Target Date - 29/10/2015**

**Sub Service Area -**

**Response -**

**If Other -**

**Type - General Enquiry BO**

**Assigned to - alan.dean@edinburgh.gov.uk**

**Multiple Request Co Ordinator -**

**Street Name  
Ward**

**Neighbourhood  
Other System Refs**

**Subject** TRO/Phase4/note

**Summary** From: [REDACTED]  
Sent: 15 October 2015 11:52  
To: Traffic Orders  
Subject: TRO/Phase4/note

Dear Iain Buchanan

I just received a letter through the post about the proposed Traffic Regulations. I welcome the majority of the changes as I feel it will improve the area and we need that.

I have one major concern - the 'no entry restriction to Iona Street from Leith Walk.  
I live on South Sloan Street between Iona and Albert Street. Albert Street is already SUCH a mess - the street itself is in bad shape with potholes and bumps, the double parking-mostly white vans in the half closer to Leith walk, the speed at which people drive. There are many children and elderly people living along Albert Street and the impact of Iona street not being accessed via Leith Walk will lead to far greater numbers of cars using Albert Street. This is an impact Albert cannot cope with. It's far narrower than Iona Street and the double parking as well as the 'islands' that stick out mean that cars are already cueing to let each other by.

I have a great concern for the impact of the Iona Street restriction. Please reconsider this and let me know how this will be addressed.

[REDACTED]  
[REDACTED]  
\_\_\_\_\_  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**SR Closure Details**

**Date Closed**

**Resolution**

**SR Customers Information**

| Customer Name | Phone | Mobile | Cust Type  |
|---------------|-------|--------|------------|
| [REDACTED]    |       |        | Individual |
| [REDACTED]    |       |        |            |
| [REDACTED]    |       |        |            |

**Activity History**

15 October 2015

| Activity ID    | Date Logged   | Staff Name     | Cust Name  | Type of Contact |
|----------------|---|----------------|------------|-----------------|
| 5395265        | 15/10/2015 12:24:14   | Avril Kirkwood | [REDACTED] | Email - Inbound |
| <b>Comment</b> | From: [REDACTED]<br>Sent: 15 October 2015 11:52<br>To: Traffic Orders<br>Subject: TRO/Phase4/note |                |            |                 |

Dear Iain Buchanan

I just received a letter through the post about the proposed Traffic Regulations. I welcome the majority of the changes as I feel it will improve the area and we need that.

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I have a great concern for the impact of the Iona Street restriction. Please reconsider this and let me know how this will be addressed.

All the best

[REDACTED]

#### Follow Up Details

| ID             | Date   | Staff Name     | Category           |
|----------------|--|----------------|--------------------|
| 970519         | 15/10/2015   | Avril Kirkwood | Back Office Update |
| <b>Details</b> | Assignment email to Alan Dean                        |                |                    |
| 970435         | 15/10/2015   | Avril Kirkwood | Assignment         |
| <b>Details</b> | Assignment Email to environment-ccl@edinburgh.gov.uk |                |                    |
| 970434         | 15/10/2015   | Avril Kirkwood | Back Office Update |
| <b>Details</b> | Assignment email to environment-ccl                  |                |                    |

#### Related SRs

Subject:

RE: Leith TRO/15/29

---

**From:** [REDACTED]  
**Sent:** 28 October 2015 16:24  
**To:** Traffic Orders  
**Subject:** Leith TRO/15/29

Dear Sir

The order number is TRO/15/29

I have been informed that the full order title is LEITH TRO/15/29

My Name and Address: [REDACTED]

I live in Albert Street. This is a residential street with a few small businesses operating at the junction with the commercial Street of Leith Walk.

I object strongly to the plan to introduce parking restrictions in Albert street. This will directly and negatively affect myself and other residents in the Street and the area.

There are parking restrictions currently on Leith walk and whatever parking arrangements you choose for Leith Walk should not cause the residents of Albert St to loose parking and have even more pressure on the parking. Your plans improve traffic flow directly at the expense of residents.

The vehicles that feel the need to park in Albert St for business reasons for longer than an hour will just move further down the street.

Cars that currently pull over on the Walk for a short time will now be driving into and out of Albert street making a busy, smelly junction. And if they can't park, they too will move further down the street looking for space as an alternative.

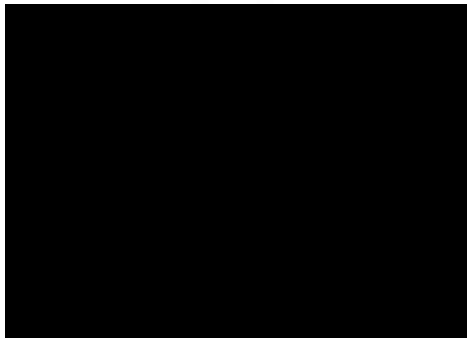
13 spaces is quite a lot and all the people who currently park there because they live there will have to find somewhere else to park, .....yes that's right,...further down the street.

For residents this action is draconian and downright mean and nasty. Especially in the light of the parking solution of resident permits that operate all over the city allowing visitors and residents to share the parking.

Please reconsider these plans that will turn residential life into a nightmare.

Yours sincerely

[REDACTED]



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

Email: [trafficorders@edinburgh.gov.uk](mailto:trafficorders@edinburgh.gov.uk)

Date: 16 November 2015

Dear Sir

**Proposed Traffic Regulation Order and Redetermination Order – Leith Walk from Pilrig Street to McDonald Road (TRO/15/29, RSO/15/23)**

We write on behalf of [REDACTED] in reference to the letter received from Ian Buchannan advising of the proposals and amendments to the roads affected by proposed TRO and RSO above. We are specifically writing to object to the RSO aspect of the orders which propose to restrict vehicular access from Leith Walk into Iona Street.

By way of some background [REDACTED] is a family run business established in 1863 which operates a [REDACTED] building yard from Iona Street in Leith. The company has operated from this location since 1979 and with an annual turnover of £5million. This yard also acts as a supply yard for their other yard in Gorgie. The yard has an established list of around 300 account clients across a range of local businesses, local councils and large national construction companies. In addition to these accounts the yard handles, on average, in excess of 100 cash sales during a trading day.

The company is part of the National Buying Group supply chain meaning it is able to stock products from a range of external suppliers typically resulting in an average of 120 deliveries a month. In addition to this there are other suppliers delivering to the yard and of course the main timber deliveries to the yard from the company's Bo'Ness sawmill.

These deliveries can be made by a range in vehicles including large 16.5m vehicles. The yard also undertakes its own deliveries and has its own transport operator's licence and uses 2 Hi-Ab vehicles and 16.5m articulated vehicles.

In addition the Edinburgh operation employs 28 full time staff and supports the jobs of some 15 staff at the Bo'Ness sawmill.

As you will no doubt therefore appreciate the building yard is an established, successful family run business that supports a range of local companies in undertaking work within the Edinburgh area. It is crucial to the operation of the yard that it is accessible to both customers and suppliers and that access to the yard is available throughout the business operating hours.

[REDACTED]  
[REDACTED]  
[REDACTED]

The potential restriction of access into Iona Street from Leith Walk will mean that all traffic is routed from Easter Road or through other residential streets in the area. This would be a significant disruption to the operations to the extent that it would likely bring the future viability of the yard into serious question.

A recent survey of traffic to and from the yard showed that over the course of a week around 80% of all traffic to the yard travelled from Leith Walk.

The survey also showed that all large goods vehicle travelled to the yard to and from Leith Walk.

The information presented in support of the order states that "Traffic counts have been undertaken in order to establish the number of vehicles that currently enter Iona Street from Leith Walk and it is not considered likely that there will be an unacceptable impact on the various possible alternative routes by displaced". Whilst in principle the traffic volumes may be relatively small it is too simplistic to look at the traffic volumes without considering the nature or purpose of the traffic.

The geometry of the junction of Leith Walk with Iona Street is able to accommodate the large HGV vehicles associated with the timber yard operations without encroaching into the oncoming traffic. Compare this to the geometry of the Iona Street / Easter Road junction it is clear that in order to turn into and out of Iona Street large HGVs will require to occupy the entire road carriageway on both Easter Road and Iona Street (and we enclose Swept Path Assessments showing these manoeuvres). The surrounding residential roads are entirely inappropriate for use by large commercial vehicles, due to their tight geometry, high prevalence of parked cars and on occasion double parked vehicles meaning that Easter Road forms the only real alternative route.

Furthermore the design and layout of Iona Street beyond the yard access includes a number of raised tables which would require to be driven over by delivery vehicles with associated noise impacts for the residents of the tenement flats along that part of the road. The repeated requirement to drive over these vertical traffic humps will also undoubtedly have an impact on both the road carriageway (which is cobbled) and the vehicles themselves (we are aware for example that Lothian buses advise that they will not operate service through new developments with any vertical traffic calming features due to the potential for damage to their vehicles.)

The route to Easter Road also will require all our commercial related traffic to travel past the children's playground located to the north of Iona Street clearly an undesirable potential conflict which is currently able to be avoided.

For the avoidance of any doubt, our issue relates to the restriction of access from Leith Walk to Iona Street and the resultant impacts on both the viability of the ongoing business and the amenity on the remainder of Iona, specifically:

- Significant restriction and disruption to of access to the business resulting in a loss of trade;
- Safety concerns around increased HGV traffic travelling past the playground;
- Safety concerns around the physical ability of large HGVs to safely turn into and out of Iona Street from Easter Road; and
- The impact in terms of noise, road condition and vehicle maintenance as a result of having to travel over additional vertical traffic calming features.

We have no issue in principle to seeking to reduce the traffic volumes using Iona Street (with a knock one reduction in turning traffic on Leith Walk) but feel that the current proposals would result in significant impacts on our business and in fact make the residential / traffic calmed section of Iona Street busier with commercial traffic than it currently is. In our view the proposals would therefore whilst "creating a more attractive environment for pedestrians" on Leith Walk create a significantly less attractive and potentially less safe environment for pedestrians on both Iona Street and Easter Road.

Indeed we would suggest that if there is a desire to stop up Iona Street to through traffic it would be more appropriate to introduce such a restriction to the east of our business, which would maintain access from Leith Walk for our large HGV traffic. Whilst this would also provide some disruption to our access and business as traffic coming from Easter Road would no longer be able to directly access the yard from Iona Street this traffic is likely to be smaller vehicles more able to take alternative routes and represents a much smaller amount of our business.

We trust that the above is sufficiently clear and that you will give this representation due weight as you consider matters further. We look forward to hearing further from you as the proposals progress, but in the meantime please do not hesitate to contact me should you wish to discuss matters further.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

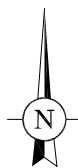
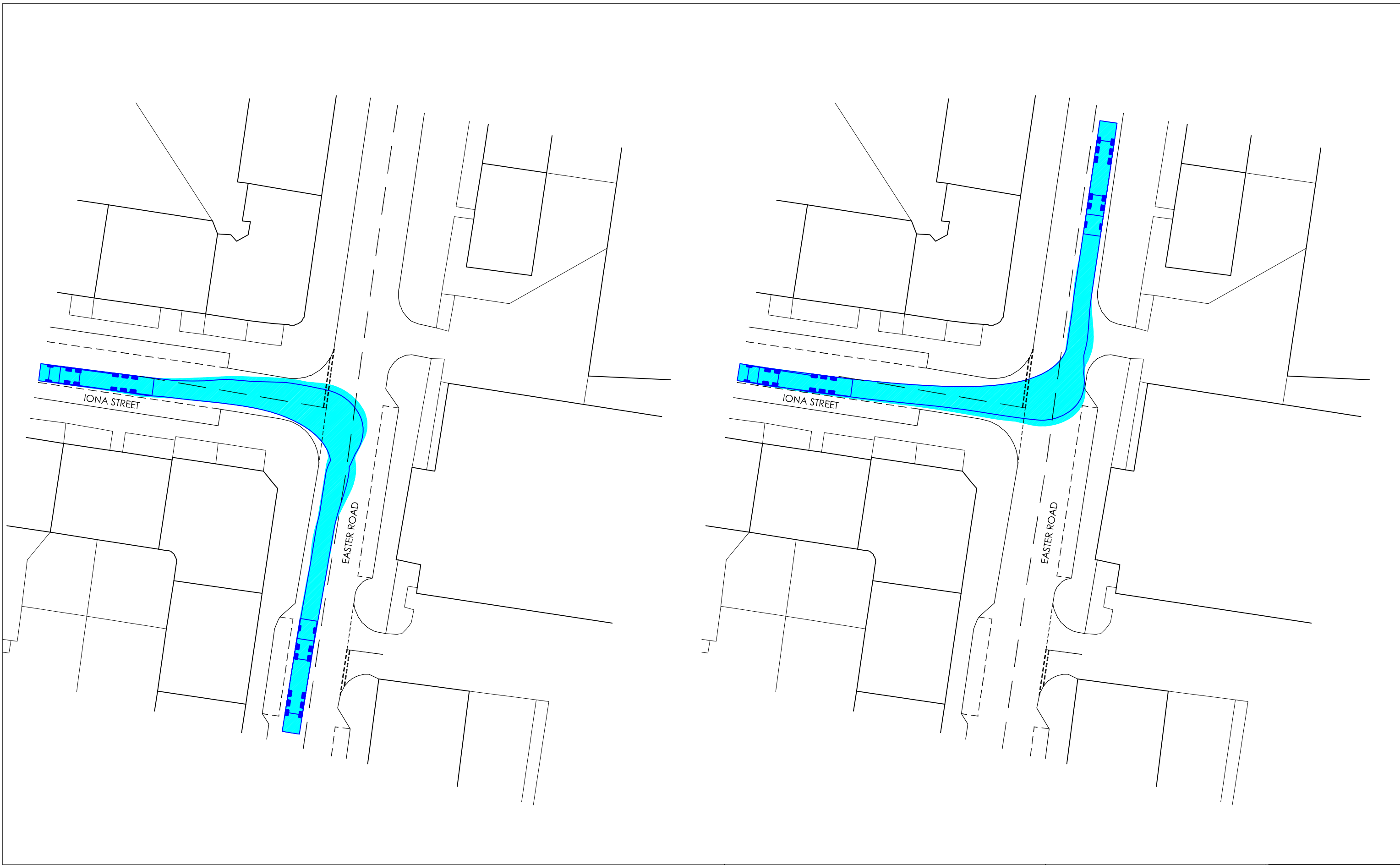
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Encs.

C.C.

[Redacted]

[Redacted]



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Iona Street, Edinburgh

Swept Path Analysis  
 16.5m HGV Turning in to Iona Street  
 from Easter Road

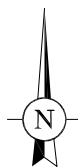
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 SP621/SK/201A

Scale:  
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Drawn by:  
 NW

Date:  
 Nov 2015

Checked by:  
 AS



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Iona Street, Edinburgh

Swept Path Analysis  
 16.5m HGV Turning out of Iona Street  
 on to Easter Road

Drawing Number:  
 SP621/SK/202A

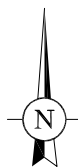
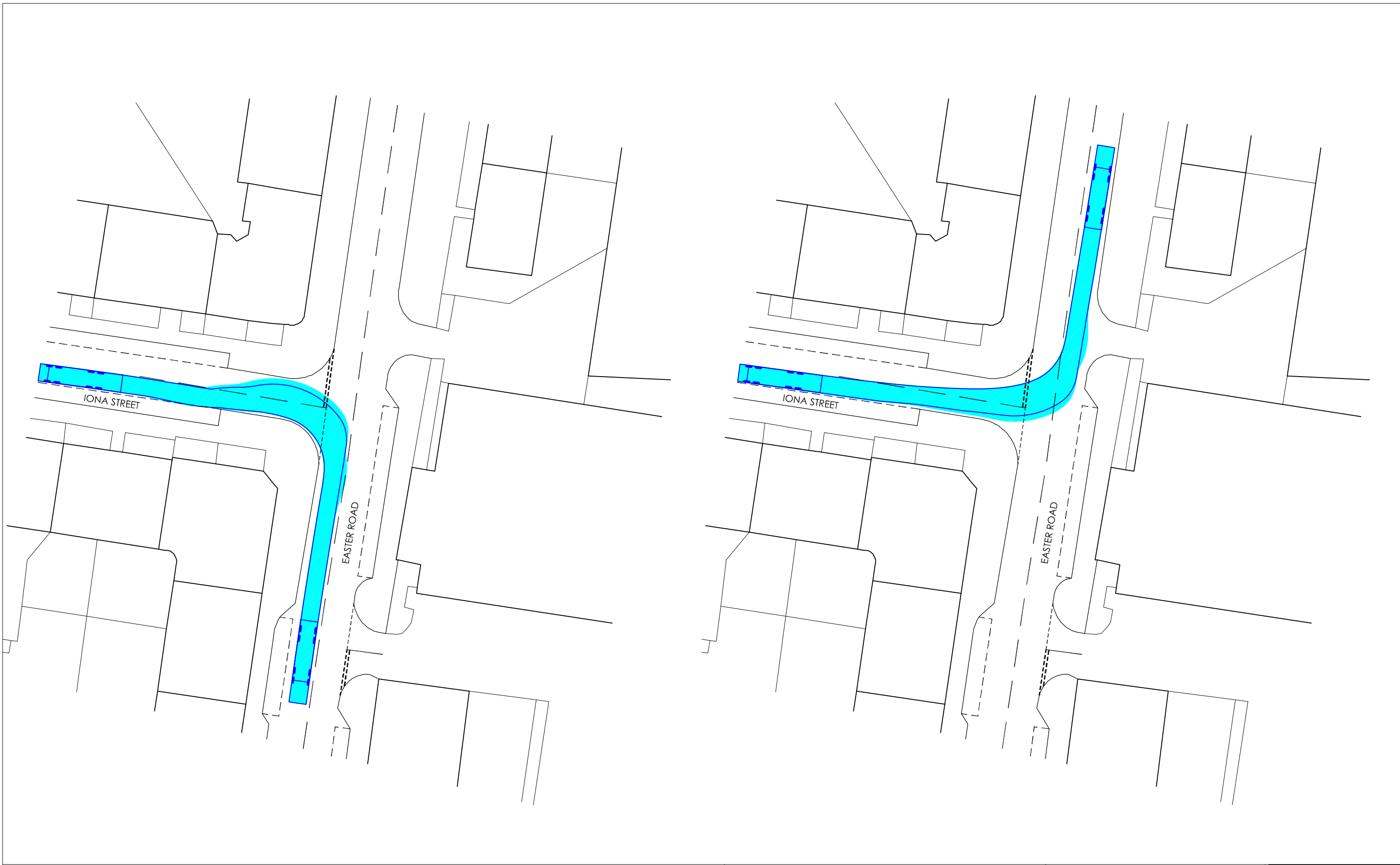
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Scale:  
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Date:  
 Nov 2015

Checked by:  
 AS





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Iona Street, Edinburgh

Swept Path Analysis  
 12m Rigid Turning on to Iona Street  
 from Easter Road

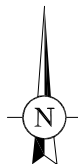
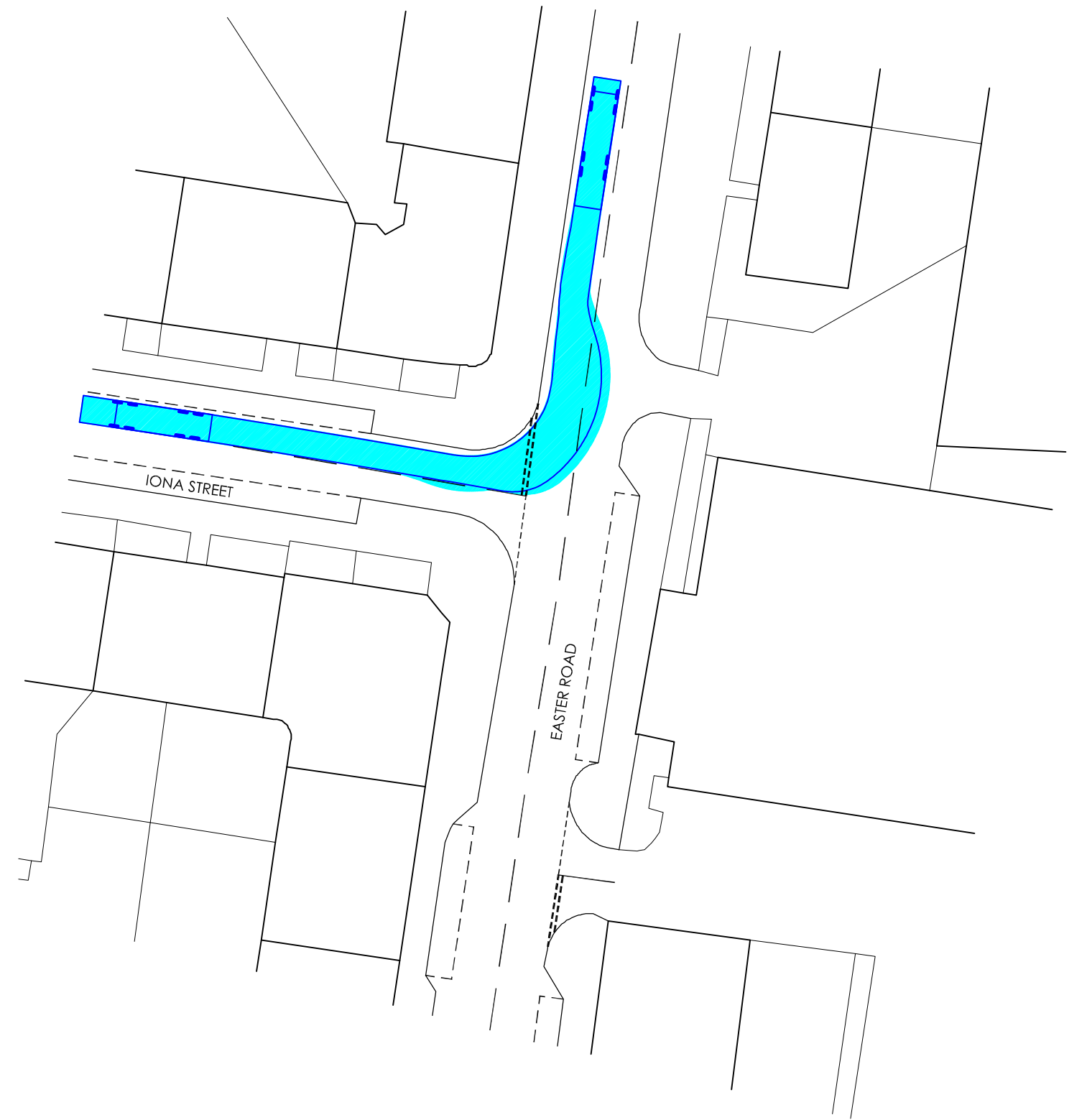
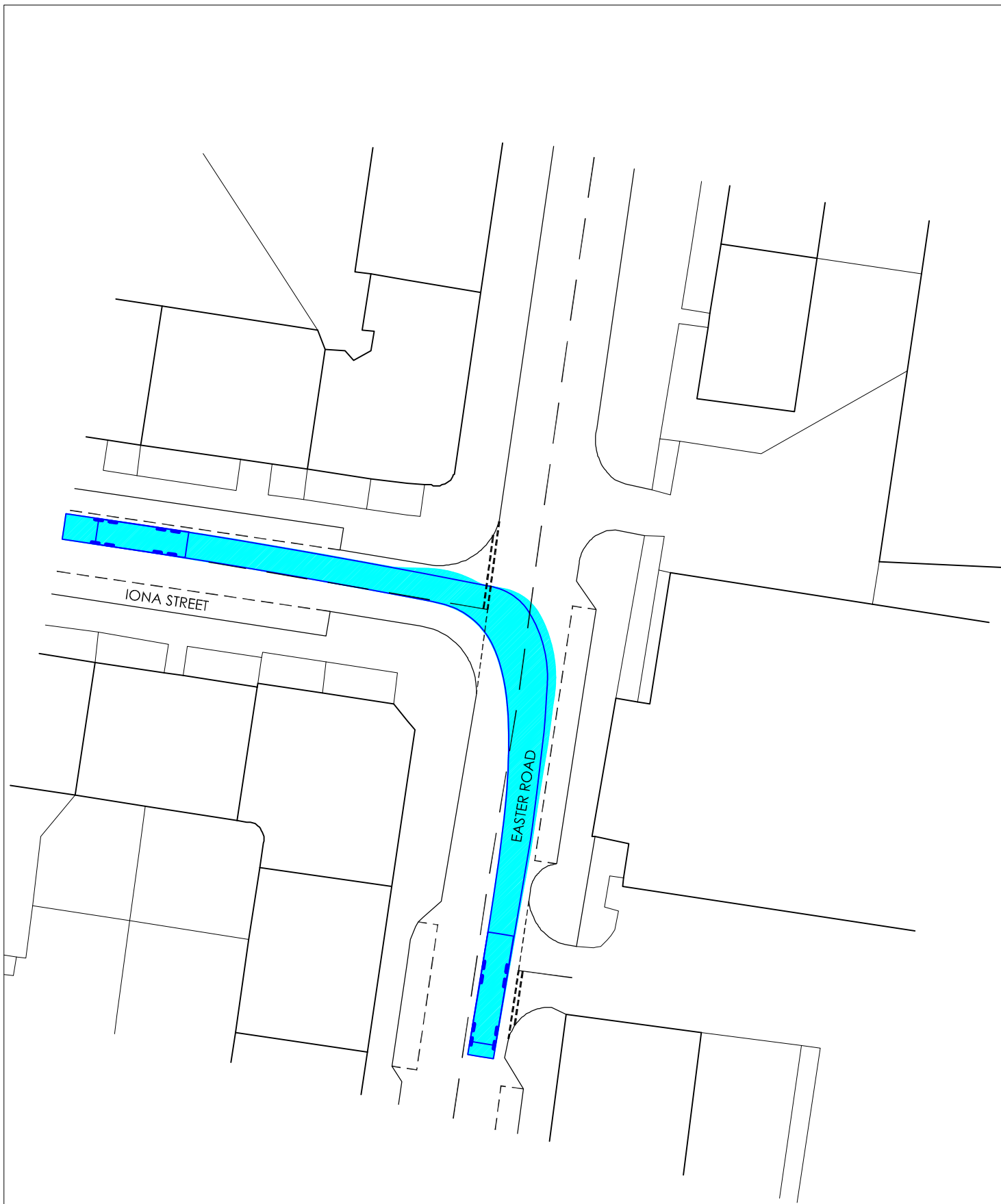
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Scale:  
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Date:  
 Nov 2015

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 AS



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Iona Street, Edinburgh

Swept Path Analysis  
 12m Rigid Turning out of Iona Street  
 on to Easter Road

Drawing Number:  
 SP621/SK/204A

Scale:  
 1:500 @ A3

Drawn by:  
 NW

Date:  
 Nov 2015

Checked by:  
 AS

TRO/15/29 The City of Edinburgh Council (Leith Walk Pilrig Street to McDonald Road Edinburgh) (Prohibition of Entry) and (Loading and Unloading Places) and (Various Streets, Edinburgh)(Prohibition and Restriction on Waiting) and (Disabled Parking Places) and (Various Roads, Edinburgh) (Prohibition of Waiting at Junctions) and (Greenways) (Variation), Order 201

RSO/15/23 The City of Edinburgh Council (Leith Walk Edinburgh) Redetermination of Means of Exercise of Public Right of Passage Order 201

Objection by:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



16th November 2015

The Head of Transport Services for Communities,  
Edinburgh City Council

Dear Sir

THE CITY OF EDINBURGH COUNCIL ORDERS TRO 15/29 and RSO 15/23.

Although we support in principle the provision of cycle lanes in the section of Leith Walk between Pilrig Street and Macdonald Road; we object strongly to the City Council making these two Orders. Our objections are because the City Council has been too single-minded in these proposals for cycle lanes and has not taken sufficient account of the effects of the proposals on residents, pedestrians and bus passengers.

There are several concerns with the City Council proposals, but our main concern is with the changes at the junction of Leith Walk and Pilrig Street and the resulting restrictions proposed. We object strongly to these proposed changes and restrictions for the reasons given below.

The left turn lane into Pilrig Street from Leith Walk has been re-determined as footway. This has five effects: it halves the number of traffic lanes on the northbound Leith Walk approach; it precludes the current pedestrian crossing arrangement which at present permits full pedestrian movements that do not delay vehicular flows; it produces a sharp cutting movement of the traffic turning left into Pilrig Street across the proposed cycle lane; it removes the bus stop from outside the shops; and it moves the unloading bay from outside the shops to the traffic side of the cycle lane.

In the City Council proposals all pedestrian crossing movements would have to occur simultaneously. All traffic movements would need to be halted during this time. The time available for pedestrians to cross Leith Walk would need to be reduced by between a half and a third and the maximum capacity of the junction would be reduced by about 20%. Basic laws of maths and physics dictate that there would be additional delays and pollution as a result.

The northbound Leith Walk flow would suffer from both the pedestrian crossing time and from being reduced to a single lane. Additional peak hour delays and the loss of the left turn lane would encourage rat-runs through Spey Terrace and Dryden Street.

The City Council proposals extend the cycle lane alongside the kerb until the back of a cyclist reservoir. This is standard at many junctions but not where there is a substantial left-turn flow. Taking the cycle lane along the kerb results in a sharp cutting movement by significant volumes of traffic turning left across the cyclists. This is not wise. The standard solution is to provide separate lanes for left turning traffic and ahead traffic with a cycle lane between the two lanes providing access to a cyclist reservoir. You have utilised this concept at the Milton Road East/ Eastfield junction on the A199 so you will be familiar with the benefits of its use.

Cyclists are permitted to turn right from Leith Walk into Iona Street but no protecting islands are being provided. There may be no alternative – unless cyclists use the pedestrian crossing across Leith Walk – but it looks like hanging cyclists out to dry.

Bus services are intended to be convenient and attractive to their users. The loss of the bus stop at Scotmid is inconvenient as we use the stop on a regular basis to shop on journeys back from town. The proposed replacement bus stop in Pilrig Street is inappropriate. It doesn't serve the shops and it is at the narrowest point on the footway where no shelter could be provided. The narrow footway is difficult enough for pedestrians – in particular when its recycling day - and we object to the additional obstruction to pedestrians that the proposed bus stop would create and to the inconvenient change to the bus stop provision.

The proposed position of the replacement bus stop in Pilrig Street results in the City Council proposing parking and loading restrictions across three houses on the even side of the road and a block of five terraced houses on the odd side of the road. The restrictions across the block of five terraced houses on the odd side of the road are drafted as applying for 24 hours every day of the year "to avoid congestion". That is absurd. No-one can seriously suggest that a car parked at 2 in the morning or 10 at night in front of these properties would cause congestion. The proposed provision is thoughtless and arrogant. The bus stop will just be a request stop that would see very little use even in peak periods.

Attached is a suggested alternative layout for Leith Walk that includes the standard cycle lane layout for use where there is significant left-turning traffic. It permits the retention of the number eleven bus-stop by the shops in Leith Walk; it allows for an off-peak loading / unloading bay at those shops; it allows for retention of the current pedestrian crossing facilities and pedestrian crossing times; and it retains the capacity of the junction.

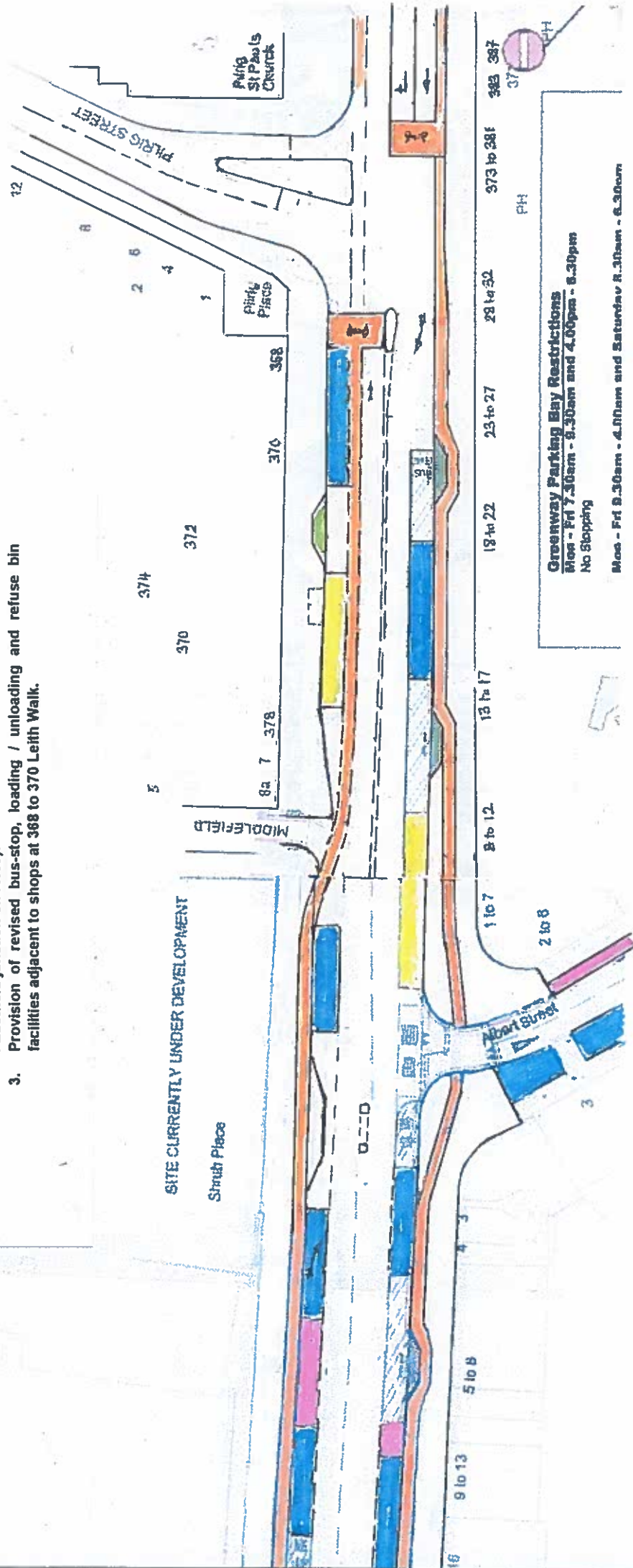
This alternative layout fits to the same standards as used elsewhere in your proposals or in your recent work in Leith Walk and uses the same colour coding for bus, parking, loading / unloading and refuse bin facilities as in the Appendix the the Council's draft TRO. It would be beneficial if the pedestrian area from 1 Pilrig Place up to Leith Walk could be widened and the pedestrian area alongside the church narrowed to compensate if this is within your budget. This has been shown on this alternative layout but it is not essential to its functioning.

Your sincerely



Proposed Amendment to TRO 16/29

1. Provision of a build-out for pedestrians at the new Albert Street crossing point of Leith Walk on the Shrub Place side to assist pedestrian safety and to protect cyclists entering the cycle lane.
2. Provision of standard junction protecting ahead cycle movements where there is significant left-turn traffic flow. (As per Milton Road East / Eastfield junction on A198).
3. Provision of revised bus-stop, loading / unloading and refuse bin facilities adjacent to shops at 388 to 370 Leith Walk.



TRAFFIC ORDERS TRO 115/29

RSO 115/23

THE HEAD OF TRANSPORT SERVICES FOR COMMUNITIES

Transport,  
Room 10/19,  
CITY CHAMBERS

CITY CHAMBERS

HIGH STREET

EDINBURGH

RECEIVED  
16 NOV 2015

TAO 115/29 + RSO 115/23

BOTH

Date 9 December 2015

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

**OBJECTION TO TRO/15/29 – LEITH WALK  
BRUNSWICK STREET TO DALMENY STREET**

Thank you for your e-mail of 15 October 2015 stating your objection to the above Traffic Regulation Order. Please find some information below which relates to your objection.

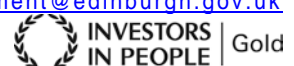
It is proposed to prohibit entry into Iona Street from Leith Walk for vehicles in order to improve traffic flow in the area around the Pilrig Street and Iona Street junctions, mainly by preventing queues of traffic waiting to turn right into Iona Street from obstructing the Leith Walk/Pilrig Street junction.

The prohibition of this right turn was suggested by Leith Central Community Council during an earlier Leith Programme consultation however it will be possible to provide a clearer and more self-enforcing road layout by prohibiting entry for all vehicles rather than by only prohibiting right turn manoeuvres.

In line with commitments in the Council's Active Travel Action Plan, cyclists will be exempted from the proposed prohibition on entry. A contra-flow cycle lane will be provided to allow cycle access into Iona Street from Leith Walk.

Traffic counts were carried out as part of the design process to establish the number of vehicles currently entering Iona Street from Leith Walk. While restricting access to Iona Street will result in additional traffic using adjoining streets including Albert Street, this traffic is likely to be displaced onto a number of possible alternative routes, some nearby and some further afield as part of a more strategic re-routeing. As such, the Council does not expect displacement of traffic to cause a significant problem on any individual alternative route.

**Callum Smith, Senior Professional Officer, (Projects Development), Place**  
Planning and Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG  
Tel 0131 469 3592 Fax 0131 529 6201 [transport.projectsdevelopment@edinburgh.gov.uk](mailto:transport.projectsdevelopment@edinburgh.gov.uk)






Should the information provided be sufficient to allow you to withdraw your objection to the advertised Order, please could you reply in writing (letter or e-mail) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection.

A report on the maintained objections relating to the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 12 January 2016. The report will be available to view on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>.

Should you wish to discuss this matter further, please do not hesitate to contact me using the details provided.

Yours sincerely



**Callum Smith**  
**Senior Professional Officer**  
**(Projects Development)**

Date 9 December 2015

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

**OBJECTION TO TRO/15/29 – LEITH WALK  
BRUNSWICK STREET TO DALMENY STREET**

Thank you for your e-mail of 28 October 2015 stating your objection to the above Traffic Regulation Order. Please find some information below which relates to your objection.

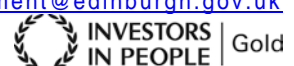
The Council appreciates that it is important for businesses and residents to have access to parking and loading facilities, and has sought to ensure that these are provided at the most suitable locations to meet local demand.

It is proposed to convert 22 currently uncontrolled parking spaces on the short section of Albert Street between Leith Walk and Murano Place into three loading spaces and 19 short stay parking spaces. There are no proposals to make any changes to the uncontrolled parking on the remainder of Albert Street east of Murano Place.

The proposed short stay bays can be used up to a maximum of 60 minutes between 7.30am and 6.30pm (Monday to Friday). There is no maximum length of stay at all other times. This means that residents will be able to use these bays for evening and overnight parking between 5.30pm and 8.30am on weekdays and at all times at weekends.

The short stay bays are proposed to offset the loss of peak period parking and loading facilities and short stay parking bays on Leith Walk. The 60 minute limit will increase the turnover of these spaces to the benefit of local businesses and customers looking for short stay parking. The bays will also be consistent with the 60 minute maximum stay in force for parking bays on Leith Walk on Mondays to Saturdays.

**Callum Smith, Senior Professional Officer, (Projects Development), Place**  
Planning and Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG  
Tel 0131 469 3592 Fax 0131 529 6201 [transport.projectsdevelopment@edinburgh.gov.uk](mailto:transport.projectsdevelopment@edinburgh.gov.uk)



Should the information provided be sufficient to allow you to withdraw your objection to the advertised Order, please could you reply in writing (letter or e-mail) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection.

A report on the maintained objections relating to the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 12 January 2016. The report will be available to view on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>.

Should you wish to discuss this matter further, please do not hesitate to contact me using the details provided.

Yours sincerely



**Callum Smith**  
**Senior Professional Officer**  
**(Projects Development)**

Date 9 December 2015

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

OBJECTION TO TRO/15/29 – LEITH WALK (BRUNSWICK STREET TO DALMENY STREET) AND RSO/15/23 – LEITH WALK (BRUNSWICK STREET TO IONA STREET)

Thank you for your letter of 16 November 2015 stating your objection to the above Traffic Regulation Order and Redetermination Order. Please find some information below which relates to your objection.

### **Significant Restriction and Disruption of Access**

The proposed changes would not prevent vehicles leaving the yard from joining Leith Walk, while traffic entering or exiting the yard from Easter Road would also be unaffected. As such, three of the four currently possible movements to or from the business would be unaffected by the proposed changes. It is therefore considered that there are a number of suitable alternative routes to/from the business.

### **Increased HGV Traffic Travelling Past Play Park**

The play area within Dalmeny Street Park cannot be directly accessed by pedestrians from Iona Street, and is securely fenced off. As such, there are no safety concerns in relation to the play park arising from the proposed changes at the Leith Walk/Iona Street junction.

### **Ability of HGV Traffic Entering Iona Street from Easter Road**

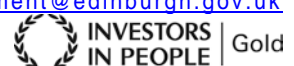
Thank you for providing swept-path analyses with your objection – these have been reviewed whilst considering the points raised.

For large goods vehicles entering Iona Street from Easter Road, it is noted that the vehicle would be required to use a short length of the opposite side of the carriageway on Iona Street. However, this is a common occurrence at side road junctions across the city and, as such, this does not give rise to any particular safety concerns.

We have carried out a comparable swept-path analysis for the same vehicle types (12 metre rigid vehicle and 16.5 metre heavy goods vehicle) at the Leith Walk/Iona Street junction, and this has confirmed that these vehicles are required to use the opposite side of Iona Street at this junction at present. Plans showing this analysis are enclosed.

**Callum Smith, Senior Professional Officer, (Projects Development), Place**

Planning and Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG  
Tel 0131 469 3592 Fax 0131 529 6201 [transport.projectsdevelopment@edinburgh.gov.uk](mailto:transport.projectsdevelopment@edinburgh.gov.uk)



It is also noted that, for a 16.5 metre heavy goods vehicle entering Iona Street from Easter Road, it may be necessary for the vehicle to use a very short section of the opposite side of the carriageway on Easter Road itself before entering Iona Street. However again this is a common recurrence and would simply require the vehicle to wait for a gap in oncoming traffic.

I note that you also supplied swept path analyses for vehicles exiting onto Easter Road from Iona Street but would note that the proposed restrictions would not force vehicles to undertake this manoeuvre, as exiting Iona Street onto Leith Walk would still be permitted.

### **Vertical Traffic Calming Features on Iona Street**

The vertical traffic calming measures which are in place on Iona Street are standard features which are common across the city and should not cause any issues for vehicles driving to the road conditions, including large goods vehicles

### **Alternative Suggestion**

An alternative suggestion to stop up Iona Street east of your client's business was included within the objection, which would maintain access to the west end of Iona Street for vehicles from Leith Walk. However, the proposal to prohibit entry at the Leith Walk junction does not seek to reduce traffic levels on Iona Street but is proposed in order to improve traffic flow in the area around the Pilrig Street and Iona Street junctions, mainly by preventing queues of traffic waiting to turn right from obstructing the Leith Walk/Pilrig Street junction.

The prohibition of this right turn was suggested by Leith Central Community Council during an earlier Leith Programme consultation, however it will be possible to provide a clearer and more self-enforcing road layout by prohibiting entry for all vehicles rather than by only prohibiting right turn manoeuvres.

### **Next Steps**

I note that your objection appears to relate entirely to issues concerning the proposed restriction on vehicle access from Leith Walk onto Iona Street, which form part of the Traffic Regulation Order rather than the Redetermination Order. However, I can confirm that we are currently considering your submission as an objection to both the Traffic Regulation Order and Redetermination Order processes.

Should the information provided be sufficient to allow you to withdraw your objection to either of both of the two statutory processes, please could you reply in writing (letter or email) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection to both Orders.

A report on the maintained objections relating to the Traffic Regulation Order and Redetermination Order will be made to the Council's Transport and Environment Committee on 12 January 2016. The report will be available to view on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>.

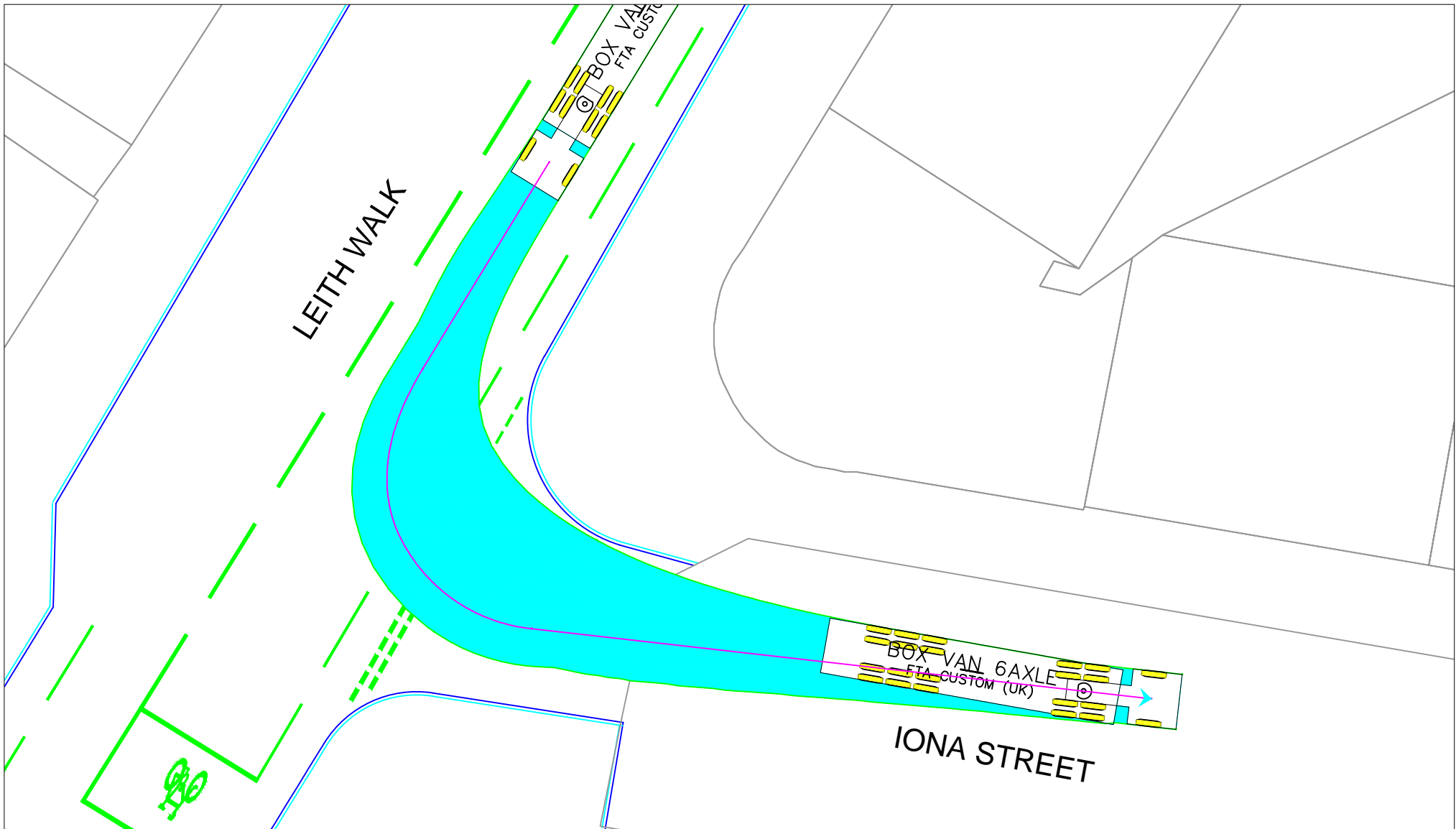
Should you wish to discuss this matter further, please do not hesitate to contact me using the details provided.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Callum Smith', written in a cursive style.

**Callum Smith**  
**Senior Professional Officer**  
**(Projects Development)**

Encs



**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL

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

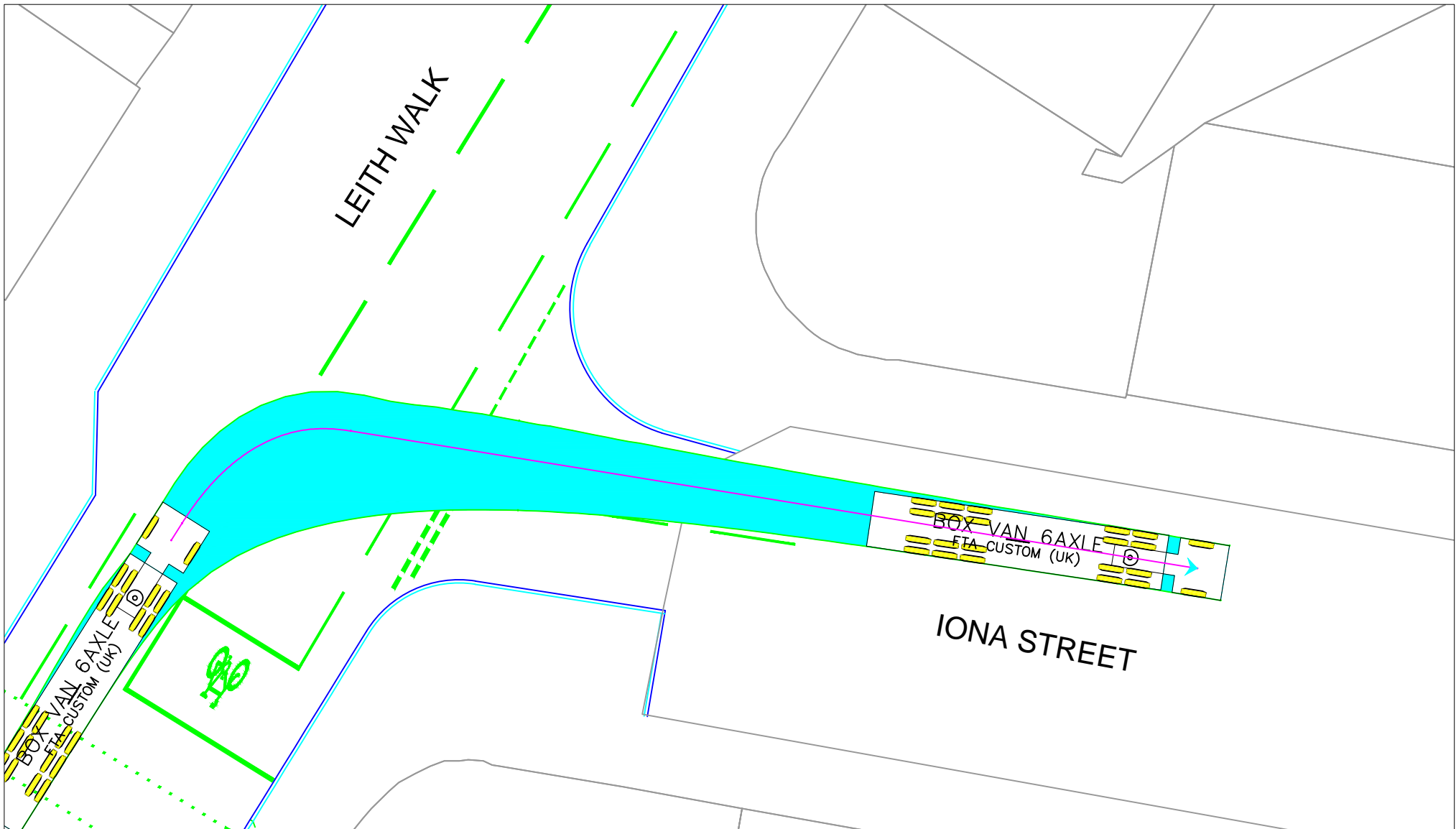
TRANSPORT  
TRAFFIC & ENGINEERING  
Transport Design & Delivery

Leith Walk / Iona Street Junction  
16.5m Maximum Size Articulated Vehicle

Date: 9 December 2015  
Scale: 1:250

Drawn by: A Parkinson  
Checked by: A Easson

DRG NO. Sketch 1



**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL

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

TRANSPORT  
TRAFFIC & ENGINEERING  
Transport Design & Delivery

Leith Walk / Iona Street Junction  
16.5m Maximum Size Articulated Vehicle

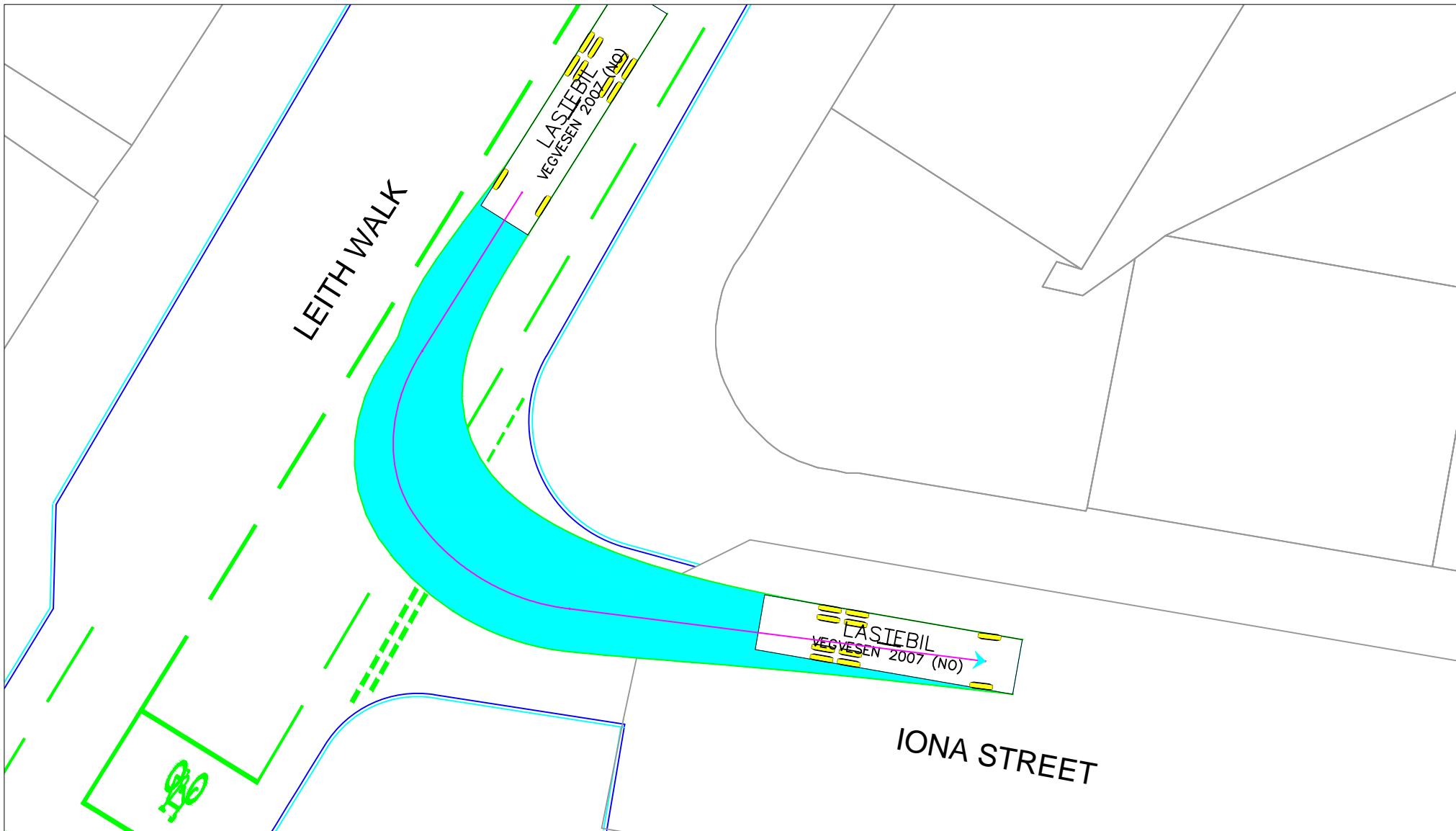
Date: 9 December 2015  
Scale: 1:250

Drawn by: A Parkinson  
Checked by: A Easson

DRG NO. Sketch 2







**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL

Leith Walk / Iona Street Junction  
12m Rigid Vehicle

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

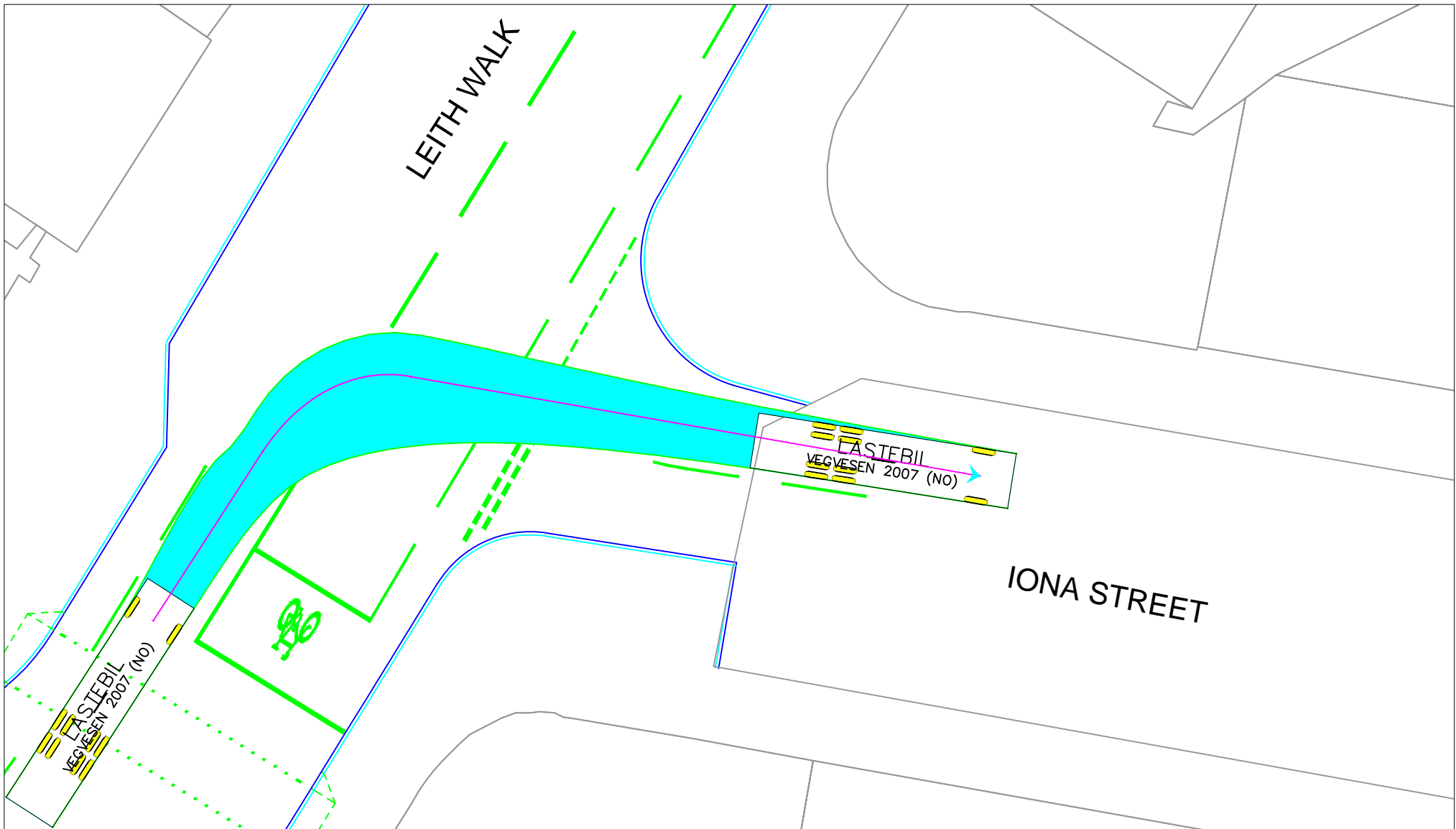
TRANSPORT  
TRAFFIC & ENGINEERING  
Transport Design & Delivery

Date: 9 December 2015  
Scale: 1:250

Drawn by: A Parkinson  
Checked by: A Easson

**DRG NO. Sketch 3**





**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL

Leith Walk / Iona Street Junction  
12m Rigid Vehicle

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

TRANSPORT  
TRAFFIC & ENGINEERING  
Transport Design & Delivery

Date: 9 December 2015  
Scale: 1:250

Drawn by: A Parkinson  
Checked by: A Easson

DRG NO. Sketch 4



Date 9 December 2015

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

**OBJECTION TO TRO/15/29 – LEITH WALK (BRUNSWICK STREET TO DALMENY STREET) and RS0/15/23 – LEITH WALK (BRUNSWICK STREET TO IONA STREET)**

Thank you for your letter of 16 November 2015 stating your objection to the above Traffic Regulation Order and Redetermination Order. Please find some information below which relates to your objection.

### **Leith Walk/Pilrig Street Junction**

The proposed changes at the Leith Walk/Pilrig Street junction reflect the principles of the Scottish Government's 'Designing Streets' guidance and are in keeping with the design principles for the Leith Programme as a whole, which were determined following extensive consultation with local stakeholders. These principles are consistent for all phases of the Programme, and promote simplified road layouts which are attractive for pedestrians and cyclists.

Under the proposals, to facilitate improvements for pedestrians and cyclists the northbound approach would be reduced from two traffic lanes at present to one lane, and the pedestrian crossing phasing at the junction would also be changed. There would be significant benefit for pedestrians as a result of widened footways and a single stage crossing on all legs of the junction. While journey times for vehicles are likely to increase, it is not considered that any unacceptable impacts will arise from the proposed changes in terms of congestion or that traffic will be displaced onto alternative routes.

**Callum Smith, Senior Professional Officer, (Projects Development), Place**  
Planning and Transport, C2 Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG  
Tel 0131 469 3592 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



The layout on the northbound approach to the junction, whereby left turning traffic into Pilrig Street is required to cross the cycle lane, is a standard layout and no issues are anticipated. The Lothian cycling body SPOKES have been consulted on the proposals and have expressed support for the scheme in general, and I can confirm that they have raised no concerns in relation to the proposed junction layout.

Under the existing layout, cyclists are not only in conflict with vehicles crossing the cycle lane to reach the left-turn lane, but also with the bus stop and loading bay on the northbound approach to the junction. The proposed new layout would remove all conflicts with the bus stop at this location, and would reduce conflicts between vehicles using the loading bay, cyclists and left-turning traffic. Under the new layout, the issue with cyclists and left-turning traffic would be confined to a specific location rather than over a greater length as at present.

### **Relocation of Bus Stop from Leith Walk to Pilrig Street**

Relocating the bus stop from Leith Walk will remove potential for conflict between buses using the existing stop and cyclists and northbound traffic approaching the junction at Pilrig Street. The relocation will also allow pedestrian and cycling facilities to be improved on Leith Walk.

The stop is only used by one service (Lothian Buses No. 11), and Lothian Buses have been consulted over the proposed relocation and have no objections.

The changes to waiting and loading restrictions on Pilrig Street are proposed in order to ensure two way traffic flow past the new position of the stop. The main concern is that, if two way traffic past the new stop is not possible due to parked vehicles, westbound traffic will queue back to Leith Walk when a bus is stationary at the stop. However, it is accepted that this is unlikely to occur in the evenings or on Sundays. It is therefore proposed to change the double yellow line restrictions on the north side of Pilrig Street between Pilrig Glebe and Arthur Street to a single yellow line restriction (Monday to Friday 7.30am – 6.30pm, Saturday 8.30am – 6.30pm). This will enable parking and loading on the single yellow line overnight and on Sundays.

The number of passengers picked up by buses at the stop is very low, with the stop operating mainly as a drop off point. As such, no bus shelter is required on the footway, and there are expected to be extremely few occasions where waiting passengers may cause an obstruction. It is also proposed to widen the footway slightly to 1.8 metres, however it is not possible to increase this further due to width restraints on Pilrig Street. A temporary bus stop was also introduced at this location during previous tram works on Leith Walk, and this operated satisfactorily.

## **Next Steps**

I can confirm that we are considering your submission as an objection to both the Traffic Regulation Order and Redetermination Order processes.

Should the information provided be sufficient to allow you to withdraw your objection to either or both of the two statutory processes, please could you reply in writing (letter or e-mail) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection to both Orders.

A report on the maintained objections relating to the Traffic Regulation Order and Redetermination Order will be made to the Council's Transport and Environment Committee on 12 January 2016. The report will be available to view on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>

Should you wish to discuss this matter further, please do not hesitate to contact me using the details provided.

Yours sincerely



**Callum Smith**  
**Senior Professional Officer**  
**(Projects Development)**



# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Green Flag Award and Park Quality Assessments

|                   |     |
|-------------------|-----|
| Item number       | 8.1 |
| Report number     |     |
| Executive/routine |     |
| Wards             | All |

### Executive summary

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The Green Flag Award is the UK's national standard for parks and green spaces. It aims to recognise and celebrate high quality green spaces. The Park Quality Assessments (PQAs) are carried out annually on all Council parks and main green spaces to ensure quality across all of the Council's greenspace estate. In 2015, a record 29 parks were awarded a Green Flag, and 129 of Edinburgh's 137 parks and green spaces met or exceeded Edinburgh's parks quality standard.

### Links

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|                          |   |
|--------------------------|---|
| Coalition pledges        | <a href="#">P48</a>                       |
| Council outcomes         | <a href="#">CO19</a>                      |
| Single Outcome Agreement | <a href="#">SO2</a> , <a href="#">SO4</a> |

## Green Flag Award and Park Quality Assessments

### Recommendations

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- 1.1 It is recommended that Committee notes the content of this report and recognises the value that parks play in making Edinburgh an attractive, vibrant and sustainable city.

### Background

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

### Main report

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- 3.1 The City of Edinburgh Council initially took part in the Green Flag Award scheme in 2007, achieving two Green Flags. The Council now has 29 of the 65 Green Flag Awards awarded in Scotland in 2015, and is ranked second amongst UK local authorities with regards to the number of successful applications in 2015.
- 3.2 In 2015, Ferniehill Community Park, Rosefield Park and Starbank Park were successful in achieving Green Flag Awards for the first time. In addition, the Friends of Corstorphine Hill successfully retained their Green Flag Community Award for the Corstorphine Walled Garden.
- 3.3 Edinburgh is involved in the Green Flag Group Award, where the Council's green space strategies, management policies, and practices are peer reviewed by qualified Green Flag Award judges. Judges expect to see evidence that self assessments of parks and green space are undertaken using the Green Flag Award criteria. They also expect to see a commitment to promoting and developing Green Flag thinking throughout the parks estate, obtaining user views on a regular basis, exploring how communities are involved in the assessments, and to management improvement.
- 3.4 The last peer review Assessment was undertaken in November 2014 and resulted in a successful judgement, with judges highlighting community involvement and the



- use of Park Quality Assessments and Landscape Quality Standards as particular strengths.
- 3.5 The Group Award status means that, although the Council still requires newly proposed sites to be judged externally, self assessments can be done on those sites that have already secured a Green Flag Award. Where the standard continues to be met the site can automatically be awarded a Green Flag Award. Although the sites are self assessed they are also subject to an external mystery shopping assessment to ensure that standards are not slipping. Should a mystery shopping assessment show this to be the case, the Council will be given information on matters requiring improvement.
- 3.6 The criteria used to assess parks and green spaces, for the Green Flag Award, is considered suitably robust to be used as the basis for a quality assessment of all the city's parks and green spaces. Criteria used to assess the quality of a park or green space includes consideration of the following:
- how 'welcoming' the site is;
  - provision of good and safe access;
  - equipment and facilities;
  - levels of litter/waste and dog-fouling;
  - quality of grounds maintenance;
  - arboricultural management;
  - condition of buildings, infrastructure and facilities;
  - whether the site benefits biodiversity and landscape; and
  - how site information and interpretation is provided.
- 3.7 Since 2008, 136 people from across the Council, external partners, and Parks 'Friends' group members, have been trained in Park Quality Assessments (PQAs). Each park was surveyed between April and July 2015, and the scores used to provide a baseline Parks Quality Score, which is placed into a bandwidth appropriate to the type of site being assessed. For example, a "good" Premier Park requires a score of between 65 - 69% whereas a "good" Community Park only requires 45 – 54% to reflect the relative status. Detail on the classification of Edinburgh's parks (e.g. what constitutes a Premier Park or a Community Park) can be found in Appendix 5.
- 3.8 A minimum standard score for each park type was agreed in 2008, when 55% of Edinburgh's parks met or exceeded this standard. In 2015, 94% met or exceed the Edinburgh Minimum Standard.
- 3.9 The assessment results reveal that, overall, the quality of Edinburgh's parks continues to improve. Analysis of the results indicates that, out of 138 parks assessed in 2015, 132 parks are classed as "good" or better. A total of 86 parks increased their quality score from 2014, including 29 which improved sufficiently to move up a bandwidth. In 2008, the average parks quality score was 49. It is now 62.
- 3.10 Most improvements require a site-by-site approach. Consequently, assessors propose improvement recommendations for every park based on their assessment. These recommendations are incorporated into Park Improvement Plans which have been developed for a number of parks. Since 2014, 500 park improvement actions have been carried out, and following the 2015 assessments a further 400 improvements have been recommended by judges.
- 3.11 The 2015 assessments also identified a number of trends relevant across most of the Council's parks and green space estate, and 21 out of the 26 criteria improving

in average score from 2014. Litter Management and Grounds Maintenance saw the biggest increases whilst only “information provision” dropped in score. Consequently, there is continuous effort to identify ways to improve any low scoring criteria, and a number of recommendations for each site have been agreed to improve the scores.

- 3.12 All sites will be subject to an annual re-assessment during April to July 2016. This will enable the changing quality of parks to be monitored effectively, further site management requirements identified, and priorities for action agreed. The number of trained assessors will also be widened further to raise awareness and understanding of parks quality criteria amongst ground maintenance staff and local communities, in order to develop 'ownership' of parks improvement across all relevant service areas.

## Measures of success

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

## Financial impact

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

## Risk, policy, compliance and governance impact

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

## Equalities impact

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- 7.1 There is no relationship between the matters described in this report and the public sector general equality duty. There is no direct equalities impact arising from this report.
- 7.2 Both the Green Flag Award and Park Quality Assessment scheme take into consideration the accessibility of sites, provision of facilities and personal security. In addition, it is well documented that high quality parks deliver health benefits to those in the local community and visitors.

## Sustainability impact

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- The update outlined in this report will have no impact on carbon emissions.
  - The update outlined in this report will increase the city's resilience to climate change impacts because maintaining quality green spaces will maximise the use of urban green space.
  - The update outlined in this report will help achieve a sustainable Edinburgh because maintaining a minimum standard for parks across the city will help to meet the diverse needs of people in existing and future communities, and will promote personal wellbeing as a result of access to quality green space, ensuring a strong, healthy and just society.
  - The update outlined in this report will help achieve a sustainable Edinburgh, as maintaining quality green space impacts positively on local residents and encourages visitors, achieving a healthy and resilient economy.
  - The update outlined in this report will help achieve a sustainable Edinburgh by impacting positively on natural resources and by promoting and enhancing biodiversity through encouraging interaction with the city's parks and green spaces.

## Consultation and engagement

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- 9.1 PQAs are carried out with members from Friends of Parks groups and council officers.
- 9.2 Community involvement is a central principle of the Green Flag Award scheme, and community groups are involved with assessments and judging, as well as contributing to physical improvements in their local parks.

## Background reading/external references

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Green Flag Award <http://www.greenflagaward.org/>  
Keep Scotland Beautiful <http://www.keepsotlandbeautiful.org/parks>  
Parks Quality Assessment Results  
[http://www.edinburgh.gov.uk/info/20177/park\\_awards\\_and\\_competitions/363/green\\_flag\\_parks](http://www.edinburgh.gov.uk/info/20177/park_awards_and_competitions/363/green_flag_parks)  
[http://www.edinburgh.gov.uk/downloads/file/4196/parks\\_quality\\_report\\_2014](http://www.edinburgh.gov.uk/downloads/file/4196/parks_quality_report_2014)

## John Bury

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <b>P48</b> Use Green Flag and other strategies to preserve our green spaces   |
| <b>Council outcomes</b>         | <b>CO19</b> 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  |
| <b>Single Outcome Agreement</b> | <b>SO2</b> Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health<br><b>SO4</b> Edinburgh’s communities are safer and have improved physical and social fabric  |
| <b>Appendices</b>               | Appendix 1: Green Flag Award Parks 2015<br>Appendix 2: Percentage of parks meeting or exceeding the Edinburgh minimum standard<br>Appendix 3: Average park quality scores<br>Appendix 4: Park results list<br>Appendix 5: Classification of Edinburgh’s Parks |

## Appendix 1: Green Flag parks

| <u>Green Flag Award Park</u>                                     | <u>Neighbourhood</u> | <u>Year first achieved</u> |
|--|----------------------|----------------------------|
| Hopetoun Crescent Gardens  | City Centre & Leith  | 2009                       |
| London Road Gardens  | City Centre & Leith  | 2010                       |
| Princes Street Gardens   | City Centre & Leith  | 2011                       |
| Craigmillar Castle Park  | East                 | 2010                       |
| Figgate Burn Park  | East                 | 2010                       |
| Lochend Park   | East                 | 2012                       |
| Portobello Community Park  | East                 | 2010                       |
| Rosefield Park   | East                 | 2015                       |
| Inverleith Park  | North                | 2010                       |
| King George V Park – Eyre Place                                  | North                | 2014                       |
| Ravelston Park & Woods   | North                | 2012                       |
| Starbank Park  | North                | 2015                       |
| Victoria Park  | North                | 2011                       |
| Braidburn Valley Park  | South                | 2007                       |
| Burdiehouse Burn Valley Park                                     | South                | 2010                       |
| Ferniehill Community Park  | South                | 2015                       |
| Hermitage of Braid & Blackford Hill                              | South                | 2011                       |
| Morningside Park   | South                | 2011                       |
| Prestonfield Park  | South                | 2012                       |
| Easter Craiglockhart Hill  | South West           | 2009                       |
| Hailes Quarry Park   | South West           | 2011                       |
| Harrison Park  | South West           | 2007                       |
| Muir Wood Road Park  | South West           | 2011                       |
| Pentland Hills Regional Park                                     | South West           | 2008                       |
| Spylaw Park  | South West           | 2014                       |
| Back Braes & Ferry Glen  | West                 | 2012                       |
| Corstorphine Hill  | West                 | 2010                       |
| St Margarets Park  | West                 | 2011                       |
| Station Road Park  | West                 | 2010                       |
| <b>Green Flag Community Award (formerly Green Pennant Award)</b> |                      |                            |
| Corstorphine Walled Garden                                       | West                 | 2009                       |

## Appendix 2: Percentage of Parks meeting or exceeding the Edinburgh Minimum Standard

| <b>Neighbourhood</b> | <b>No of Parks</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>92% Target Met</b> |
|----------------------|--------------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| City Centre & Leith  | 19                 | 67%         | 79%         | 79%         | 74%         | 79%         | No                    |
| East                 | 22                 | 80%         | 76%         | 91%         | 91%         | 95%         | Yes                   |
| North                | 15                 | 86%         | 93%         | 100%        | 93%         | 100%        | Yes                   |
| South                | 23                 | 87%         | 96%         | 91%         | 100%        | 100%        | Yes                   |
| South West           | 30                 | 81%         | 90%         | 93%         | 90%         | 93%         | Yes                   |
| West                 | 29                 | 89%         | 100%        | 96%         | 93%         | 97%         | Yes                   |
| <b>Citywide</b>      | <b>138</b>         | <b>82%</b>  | <b>90%</b>  | <b>92%</b>  | <b>91%</b>  | <b>94%</b>  | <b>Yes</b>            |

## Appendix 3: Average Park Quality Scores

| <b>Neighbourhood</b> | <b>No of Parks</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> |
|----------------------|--------------------|-------------|-------------|-------------|-------------|-------------|
| City Centre & Leith  | 19                 | 56%         | 57%         | 57%         | 58%         | 58%         |
| East                 | 22                 | 55%         | 55%         | 58%         | 59%         | 60%         |
| North                | 15                 | 57%         | 60%         | 62%         | 61%         | 63%         |
| South                | 23                 | 59%         | 60%         | 62%         | 65%         | 67%         |
| South West           | 30                 | 54%         | 56%         | 58%         | 58%         | 61%         |
| West                 | 29                 | 56%         | 57%         | 58%         | 59%         | 61%         |
| <b>Citywide</b>      | <b>138</b>         | <b>56%</b>  | <b>57%</b>  | <b>59%</b>  | <b>60%</b>  | <b>62%</b>  |

## Appendix 4: Park Results

### City Centre & Leith Neighbourhood

| Park Name                 | Classification | Bandwidth |
|---------------------------|----------------|-----------|
| Bellevue Crescent Gardens | Garden         | Fair      |
| Calton Hill               | Premier Park   | Fair      |
| Dalmeny Street Park       | Community Park | V. Good   |
| Dunbars Close Garden      | Garden         | Excellent |
| Gayfield Square           | Garden         | Good      |
| Granny's Green            | Garden         | Good      |
| Henderson Gardens Park    | Community Park | Fair      |
| Hillside Crescent Gardens | Garden         | Good      |
| Hopetoun Crescent Gardens | Garden         | Excellent |
| Keddie Park               | Community Park | Good      |
| Leith Links               | Premier Park   | Fair      |
| London Road Gardens       | City Park      | V. Good   |
| Montgomery Street Park    | Community Park | Excellent |
| Pilrig Park               | Community Park | Good      |
| Princes Street Gardens    | Premier Park   | Good+     |
| Redbraes Park             | Community Park | Good      |
| Regent Road Park          | Community Park | V. Good   |
| St Mark's Park            | Community Park | Good      |
| Taylor Gardens            | Garden         | Good      |

### East Neighbourhood

| Park Name                           | Classification | Bandwidth |
|-------------------------------------|----------------|-----------|
| Abercorn Park                       | Community Park | Excellent |
| Baronscourt Park                    | Community Park | V. Good   |
| Bingham Park                        | Community Park | Good      |
| Brighton Park                       | Community Park | V. Good   |
| Brunstane Mill                      | Natural Park   | Good+     |
| Cairntows Park                      | Community Park | Good      |
| Craigmillar Castle & Hawkhill Woods | Natural Park   | V. Good   |
| Figgate Burn Park                   | Community Park | Excellent |
| Hays Park                           | Community Park | Fair      |
| Hunter's Hall Park                  | City Park      | Good      |
| Jewel Park                          | Community Park | Good      |
| Joppa Quarry Park                   | Community Park | V. Good   |
| Lochend Park                        | Community Park | Excellent |
| Magdalene Glen                      | Community Park | V. Good   |
| Meadowfield Park                    | Community Park | V. Good   |
| Meadows Yard                        | Natural Park   | V. Good   |
| Newcraighall Park                   | Community Park | V. Good   |
| Portobello Community Garden         | Community Park | Excellent |
| Rosefield Park                      | Community Park | Excellent |

|                            |                   |                |
|----------------------------|-------------------|----------------|
| Seafield Recreation Ground | Recreation ground | <b>Good</b>    |
| Sir Harry Lauder Garden    | Garden            | <b>V. Good</b> |
| Straiton Place Park        | Community Park    | <b>V. Good</b> |

### North Neighbourhood

| <b>Park Name</b>                | <b>Classification</b> | <b>Bandwidth</b> |
|---------------------------------|-----------------------|------------------|
| East Pilton Park                | Community Park        | <b>V. Good</b>   |
| Easter Drylaw Park              | Community Park        | <b>Good</b>      |
| Granton Crescent Park           | Community Park        | <b>V. Good</b>   |
| Gypsy Brae                      | City Park             | <b>V. Good</b>   |
| Inverleith Park                 | Premier Park          | <b>Good+</b>     |
| King George V Park (Eyre Place) | City Park             | <b>V. Good</b>   |
| Muirhouse Park                  | Community Park        | <b>Good</b>      |
| Orchard Brae Park               | Community Park        | <b>V. Good</b>   |
| Ravelston Park                  | Community Park        | <b>Excellent</b> |
| Ravelston Woods                 | Natural Park          | <b>V. Good</b>   |
| Rocheid Path                    | Natural Park          | <b>V. Good</b>   |
| Silverknowes Park               | Recreation Ground     | <b>V. Good</b>   |
| Starbank Park                   | Community Park        | <b>Excellent</b> |
| Victoria Park                   | City Park             | <b>V. Good</b>   |
| West Pilton Park                | Community Park        | <b>Good</b>      |

### South Neighbourhood

| <b>Park Name</b>                    | <b>Classification</b> | <b>Bandwidth</b> |
|-------------------------------------|-----------------------|------------------|
| Bauk's View                         | Natural Park          | <b>V. Good</b>   |
| Braid Hills                         | Natural Park          | <b>V. Good</b>   |
| Braidburn Valley Park               | Community Park        | <b>Excellent</b> |
| Burdiehouse Burn Valley Park        | Natural Park          | <b>V. Good</b>   |
| Deaconess Garden                    | Garden                | <b>V. Good</b>   |
| Drum Park                           | Community Park        | <b>Excellent</b> |
| Ferniehill Community Park           | Community Park        | <b>Excellent</b> |
| Fernieside Recreation Ground        | Recreation ground     | <b>V. Good</b>   |
| Gracemount Community Park           | Community Park        | <b>V. Good</b>   |
| Hermitage of Braid & Blackford Hill | Natural Park          | <b>V. Good</b>   |
| Inch Park                           | City Park             | <b>V. Good</b>   |
| Liberton Park                       | Community Park        | <b>Excellent</b> |
| Moredun Park                        | Community Park        | <b>V. Good</b>   |
| Morgan Playing Fields               | Recreation ground     | <b>Excellent</b> |
| Morningside Park                    | Community Park        | <b>Excellent</b> |
| Mortonhall Community Park           | Community Park        | <b>V. Good</b>   |
| Nicholson Square                    | Garden                | <b>V. Good</b>   |
| Prestonfield Park                   | Community Park        | <b>Excellent</b> |
| Prestonfield War Memorial           | Garden                | <b>Excellent</b> |
| Seven Acre Park                     | Community Park        | <b>Excellent</b> |
| St Katharine's Park                 | Community Park        | <b>Excellent</b> |



|                                 |              |                |
|---------------------------------|--------------|----------------|
| St Patrick's Square             | Garden       | <b>V. Good</b> |
| The Meadows & Bruntsfield Links | Premier Park | <b>Good+</b>   |

### South West Neighbourhood

| <b>Park Name</b>               | <b>Classification</b> | <b>Bandwidth</b> |
|--------------------------------|-----------------------|------------------|
| Blinkbonny Park                | Community Park        | <b>V. Good</b>   |
| Bloomiehall Park               | Community Park        | <b>Excellent</b> |
| Campbell Park                  | Community Park        | <b>V. Good</b>   |
| Colinton & Craiglockhart Dells | Natural Park          | <b>V. Good</b>   |
| Colinton Mains Park            | City Park             | <b>Good</b>      |
| Dovecot Park                   | Community Park        | <b>Good</b>      |
| Easter Craiglockhart Hill      | Natural Park          | <b>Excellent</b> |
| Fairmilehead Park              | Community Park        | <b>V. Good</b>   |
| Gardener's Crescent            | Garden                | <b>V. Good</b>   |
| Gorgie/Dalry Community Park    | Community Park        | <b>Good</b>      |
| Hailes Quarry Park             | Community Park        | <b>Excellent</b> |
| Harrison Park                  | Community Park        | <b>Excellent</b> |
| King George V Park, Currie     | Community Park        | <b>V. Good</b>   |
| Malleny Park                   | Recreation ground     | <b>Good</b>      |
| Marchbank Park                 | Community Park        | <b>Good</b>      |
| Meadowspot Park                | Community Park        | <b>Good</b>      |
| Muirwood Road Park             | Community Park        | <b>Excellent</b> |
| Murieston Park                 | Community Park        | <b>V. Good</b>   |
| Paties Road Recreation Ground  | City Park             | <b>Good</b>      |
| Pentland Regional Park         | Regional park         | <b>Excellent</b> |
| Pentland View Park             | Community Park        | <b>V. Good</b>   |
| Ratho Park                     | Community Park        | <b>V. Good</b>   |
| Redford Wood                   | Natural Park          | <b>Fair</b>      |
| Redhall Park                   | Community Park        | <b>V. Good</b>   |
| Saughton Park                  | Premier Park          | <b>Good</b>      |
| Sighthill Park                 | Community Park        | <b>V. Good</b>   |
| Spylaw Park                    | Community Park        | <b>Excellent</b> |
| Stenhouse Place East Park      | Community Park        | <b>Good</b>      |
| Whinhill Park                  | Community Park        | <b>V. Good</b>   |
| White Park                     | Community Park        | <b>V. Good</b>   |

### West Neighbourhood

| <b>Park Name</b>         | <b>Classification</b> | <b>Bandwidth</b> |
|--------------------------|-----------------------|------------------|
| Allison Park, Kirkliston | Community Park        | <b>V. Good</b>   |
| Balgreen Park            | Community Park        | <b>V. Good</b>   |
| Buttercup Farm Park      | Community Park        | <b>V. Good</b>   |
| Cammo Estate             | Natural Park          | <b>V. Good</b>   |
| Clermiston Park          | Community Park        | <b>V. Good</b>   |
| Corstorphine Hill        | Natural Park          | <b>V. Good</b>   |
| Cramond Foreshore        | Natural Park          | <b>V. Good</b>   |

|  |                   |                  |
|--|-------------------|------------------|
| Cramond Walled Garden                      | Garden            | <b>Good</b>      |
| Davidsons Mains Park                       | City Park         | <b>V. Good</b>   |
| Drumbrae Park                              | Community Park    | <b>V. Good</b>   |
| Dundas Park, South Queensferry             | Community Park    | <b>V. Good</b>   |
| Fauldburn Park                             | Community Park    | <b>V. Good</b>   |
| Ferry Glen & Back Braes, South Queensferry | Natural Park      | <b>Good+</b>     |
| Glendevon Park                             | Community Park    | <b>V. Good</b>   |
| Gyle Park                                  | City Park         | <b>V. Good</b>   |
| Haugh Park                                 | Community Park    | <b>V. Good</b>   |
| Inchcolm Park, South Queensferry           | Community Park    | <b>V. Good</b>   |
| King George V Park, South Queensferry      | Community Park    | <b>V. Good</b>   |
| Lauriston Castle                           | Garden            | <b>V. Good</b>   |
| Parkside, Newbridge                        | Community Park    | <b>Good</b>      |
| Pike's Pool, Kirkliston                    | Natural Park      | <b>Good</b>      |
| Ratho Station Park                         | Community Park    | <b>V. Good</b>   |
| Ratho Station Recreation Ground            | Recreation ground | <b>Good</b>      |
| River Almond Walkway                       | Natural Park      | <b>Good+</b>     |
| Riverside Park                             | Community Park    | <b>V. Good</b>   |
| Roseburn Park                              | City Park         | <b>V. Good</b>   |
| St Margaret's Park                         | Community Park    | <b>Excellent</b> |
| Station Road Pk, South Queensferry         | Community Park    | <b>Excellent</b> |
| Union Park                                 | City Park         | <b>Good</b>      |

## **Appendix 5: Classification of Edinburgh's Parks**

**Premier Parks:** A small number consisting of high quality parks, offering a wide range of facilities aimed at international and national visitors as well as local and city-wide users. These will often be areas with significant resources of cultural or natural heritage and may themselves be of historical importance. Design quality should be optimal and unique to each park. Standards of maintenance should be very high thus dictating the need for designated site-based maintenance teams. The overall impression should bear comparison with the best regarded parks anywhere in the world.

**Natural Parks:** These are generally large areas, the functions of which are determined by topography and ecology. In the main, these parks will tend to be dominated by woodland but also include coastal areas with topographical features such as hills and river valleys. The semi-natural character of these parks means that management for biodiversity is of fundamental importance, many of which are designated or proposed Local Nature Reserves, Urban Wildlife Sites or Sites of Interest for Nature Conservation as defined in the Edinburgh Urban Nature Conservation Strategy and Local Plans. Therefore, these areas are well suited to informal environmental education. Access is likely to be via car hence they will generally include designated car parking areas within their boundaries.

**City Parks:** Parks providing facilities that are used by people who may live anywhere in the city. These are likely to be larger in size and the facilities provided will be more specialised, with many including sports pitches and other formal facilities. However, these parks may also function as the Community Park for some people by virtue of their location and the absence of other smaller areas. Access will be by car, bus, bicycle or on foot.

**Community Parks:** Parks serving chiefly the people of a defined local area. These are generally smaller in area and the facilities provided are likely to be relatively simple. Functions should be determined as far as possible by consultation with users and potential users. Access to these parks will be mainly on foot or by cycle.

**Gardens:** generally small areas subject to intensive horticultural input, with some provision for passive recreation (generally seats) but no provision for other forms of recreation. Generally used for quiet enjoyment and relaxation.

**Recreation Grounds:** Area's used specifically for sporting activities.

# Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

## Annual Review of Major Events in Parks

|                          |         |
|--------------------------|---------|
| <b>Item number</b>       | 8.2     |
| <b>Report number</b>     |         |
| <b>Executive/routine</b> | Routine |
| <b>Wards</b>             | All     |

### Executive summary

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A report detailing the review of the Parks and Greenspace Edinburgh Parks Events Manifesto was presented to and approved by the Transport and Environment Committee on 28 August 2014. The Committee requested that the annual review of events carried out by the Parks and Greenspace Service be reported to Committee on a yearly basis. This report details the results of the 2014/2015 events review. It notes the concerns raised and the mitigating actions which will be taken to ensure continual improvement in the planning and management of future events.

### Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <a href="#">P24</a> , <a href="#">P48</a>                          |
| <b>Council outcomes</b>         | <a href="#">CO20</a> , <a href="#">CO23</a> , <a href="#">CO24</a> |
| <b>Single Outcome Agreement</b> |  |

## Annual Review of Major Events in Parks

### Recommendations

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- 1.1 It is recommended that Committee;
  - 1.1.1 notes the content of this report;
  - 1.1.2 agrees to consult with local community groups and other stakeholders on proposal to extend the open procurement process, on the dates specified (during which events are currently held) as detailed in para 3.28 below; and
  - 1.1.3 agrees to receive a further report on the outcome of the consultation with a view to any new arrangements coming into force in 2017.

### Background

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- 2.1 An annual review of large events was undertaken in September 2015. Event organisers, local councillors, neighbourhood teams, internal partners, sports users and local stakeholders were asked for their feedback following the major events which were held in their local park.

### Main report

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- 3.1 There were 15 major events reviewed (including Edinburgh's Christmas), which were held over five locations: The Meadows, Leith Links, Inverleith Park, Princes Street Gardens and Calton Hill. An online survey was sent out to 86 relevant groups and individuals on 2 September 2014 and was run until 1 October 2014. The recipients were encouraged to forward the link to other interested parties. Full responses are detailed in [Appendix 1](#).
- 3.2 In summary, the review suggests that, with a few exceptions, respondents were generally happy with how the events proceeded and were managed.  
**Princes Street Gardens**
- 3.3 Stakeholders were contacted for comment regarding four events held in Princes Street Gardens:
  - Oktoberfest (7 responses);

- The Winter Festival (17 responses);
  - The Summer Festival Wheel (4 responses); and
  - Magners Summer Nights (2 responses).
- 3.4 The comments received mainly highlighted concern regarding the damage to the gardens and the length of time for recovery following the Winter Festival. In addition, concerns were raised regarding deliveries for the market operators and whether there could be set times introduced.
- 3.5 There was one comment regarding the aesthetic look of the Summer Festival Wheel and whether it was in-keeping with the gardens.
- 3.6 An additional point was raised regarding a perceived underuse of the Ross Bandstand.

### **Inverleith Park**

- 3.7 Stakeholders were contacted for comment regarding two events held in Inverleith Park:
- The Moonwalk (13 responses); and
  - Foodies Festival (4 responses).
- 3.8 The Moonwalk was considered by some consultees to cause significant damage to the site. Insufficient tracking was also cited as an issue, and the clear up operation by the event organiser and the damage left was considered by some as unacceptable. Public access during the whole event was mentioned and comments from sports users suggested that there was severe disruption to sporting fixtures (although one consultee suggested there was no disruption).
- 3.9 It should be noted that The Moonwalk has recently secured Holyrood Park as a venue for its 2016 event and so will not be located at Inverleith Park in 2016.
- 3.10 The Foodies event received some criticism for traffic management.

### **The Meadows**

- 3.11 Stakeholders were contacted for comment regarding 4 events held in the Meadows:
- Meadows Festival (7 responses received);
  - Meadows Festival Funfair (7 responses received);
  - Underbelly Circus Hub (16 responses received); and
  - The Fringe Festival Funfair (8 responses received).
- 3.12 Concerns were raised regarding the length of time the Underbelly Circus Hub was on site, along with specific concerns over the last minute decision to agree an extension allowing them on site five days early and a perceived lack of local consultation.

- 3.13 Damage to the ground caused by vehicle movement, parking, the use (or not) of tracking were highlighted as issues by some of the respondents and related to the funfairs and circus.
- 3.14 Fuel spillages from the funfairs were mentioned.
- 3.15 The Circus Hub received some criticism for the amount of vehicles on site, traffic movement outwith specified times and deliveries made without the presence of a banksman. Suggestion was made that for 2016, greater controls around traffic movement, the number of vehicles, and weight of equipment, should be introduced.
- 3.16 Concerns were raised regarding the methods used for the reinstatement of the ground and why the site is not re-turfed (like Princes Street Gardens following Christmas events).
- 3.17 Noise was cited as a problem in relation to the funfairs and the circus. There were contradictory reports regarding which event was responsible for the noise.
- 3.18 Positive comments were received regarding the general site management of the Circus, the onsite 24-hour security presence, and how the event was moved off site. Staff were commended for being friendly and approachable and the operators were in contact with the local community throughout the event.

#### **Calton Hill**

- 3.19 Stakeholders were contacted for comment regarding two events held at Calton Hill:
- Dusherra (3 responses); and
  - Beltane (3 responses).
- 3.20 There were no concerns highlighted regarding these two events.

#### **Leith Links**

- 3.21 Stakeholders were contacted for comment regarding three events held at Leith Links:
- Leith Festival Gala Day (5 responses);
  - Leith Festival Funfair (3 response); and
  - The Mela (7 responses).
- 3.22 The only concerns highlighted related to The Mela. Comments were made regarding restricted public access during the set up of the event, lack of tracking, traffic management, signage and Traffic Regulation Orders (TROs).
- 3.23 The poor cleanliness of the site during and after the event received some negative comments.

## **How Will These Comments and Concerns Be Addressed?**

- 3.24 All of these events are subject to Event Planning and Organisational Group (EPOG) consideration, which is a multi-agency group lead by Public Safety and includes representatives from Events, Licensing, Roads, Neighbourhoods, and Parks & Greenspace, along with external partners such as the Police, Ambulance, and Fire Safety. Each event has its own individual EPOG group organised for it. The concerns and issues raised by this review will be addressed by these groups and, where possible, mitigated for future events. In addition, consideration of the comments will, where appropriate, be reflected in future event lease instructions.
- 3.25 The Council will be working with Underbelly for the second year of its contract to mitigate and avoid the issues that led them to request early entry on to the Meadows in 2015.
- 3.26 The Meadows are not re-turfed after the Festival events due to the drainage system installed and difficulty in protecting newly laid turf in an open park. Seeding is the preferred method of reinstating grass.
- 3.27 A question that ran throughout the survey was whether it was obvious to members of the public who should be contacted in the event of a problem or complaint. The results were mixed and this has highlighted a potential weak point for many of the events. Discussions will be held with all organisers to identify ways in which to improve this position, including the possible use of additional signage.

### **2017 Events**

- 3.28 Generally events in 2016 will be processed using the current procedure. However, following the open-procurement trial in The Meadows for the 2015 and 2016 Edinburgh Festival, officers are proposing to widen this approach from 2017 for specified dates in the following venues:
- Inverleith Park – 2 weeks in August;
  - Princes Street Gardens – 1 week in October;
  - Princes Street Gardens, the hard standing events area during the Edinburgh Festival; and
  - Funfairs in the Meadows during June and August, and Leith Links in June.
- 3.29 The local community will be consulted during the drafting of specifications for these events.

## **Measures of success**

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- 4.1 Next year's review of the events held will show an improvement with regard to those issues highlighted as concerns noted in this year's review.



- 4.2 The successful tendering of an additional six annual events to the portfolio of events from 2017.

### **Financial impact**

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- 5.1 It is anticipated that extra revenue may be generated following the extension of procurement led annual events from 2017.

### **Risk, policy, compliance and governance impact**

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- 6.1 N/A

### **Equalities impact**

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

### **Sustainability impact**

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- 8.1 There is a need to balance the requirements of event operators with the wishes of local communities and park user groups.

### **Consultation and engagement**

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- 9.1 The review was carried out with relevant stakeholders including Culture and Sport and Public Safety as shown in [Appendix 1](#).

### **Background reading/external references**

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N/A

### **John Bury**

Acting Director of Services for Communities

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P24</b> - Maintain and embrace support for our world-famous festivals and events<br><b>P48</b> - Use Green Flag and other strategies to preserve our green spaces   |
| <b>Council outcomes</b>         | <b>CO20</b> - Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens<br><b>CO23</b> - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community<br><b>CO24</b> - The Council communicates effectively internally and externally and has an excellent reputation for customer care |
| <b>Single Outcome Agreement</b> | None   |
| <b>Appendices</b>               | <a href="#">Appendix 1 Full Responses</a>  |

# Transport and Environment Committee

10.00, Tuesday, 12 January 2016

## Chalara ash dieback, Dutch elm disease and new disease threats to city trees

|                   |     |
|-------------------|-----|
| Item number       | 8.3 |
| Report number     |     |
| Executive/routine |     |
| Wards All         | All |

### Executive summary

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Chalara ash dieback was discovered in the UK in 2012, and since then has rapidly spread. It has now been found on trees in Edinburgh on the Council estate. The number of other pest and disease threats affecting the UK has also increased substantially in recent years. Some of these are now present in Edinburgh too.

The Council has been operating a control programme to limit the impact of Dutch elm disease since 1977. Historically, elms were the most important tree in the city, and many old and rare elms remain alive to this day. It is recommended that the programme to control Dutch elm disease should remain in place, that the Council should make full use of the statutory powers available to it to control further spread, and that measures to deal with Chalara ash dieback and other tree diseases should also be put in place.

### Links

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|                          |                          |
|--------------------------|--------------------------|
| Coalition pledges        | <a href="#">P48, P50</a> |
| Council outcomes         | <a href="#">CO19</a>     |
| Single Outcome Agreement | <a href="#">SO2</a>      |

## Chalara ash dieback, Dutch elm disease and new threats to city trees

### Recommendations

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It is recommended that Committee;

- 1.1 notes the threats posed by tree diseases and pests in Edinburgh and that a further report on tree disease threats will be prepared in 12 months, or sooner, should this be required;
- 1.2 notes the response to the confirmation and outbreak of Chalara ash dieback disease in Edinburgh;
- 1.3 notes the continuing response to Dutch elm disease in Edinburgh; and
- 1.4 notes the intention to use powers under the Dutch elm disease (Local Authorities) Order 1984, as amended 1988, to ensure that disease control measures are enforceable.

### Background

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- 2.1 Chalara dieback of ash, also known simply as *Chalara* or ash dieback, is a disease of ash trees caused by the fungus *Hymenoscyphus fraxineus*. It is often known by its former scientific name *Chalara fraxinea*. Chalara causes leaf loss, crown dieback and bark lesions in affected trees. Once a tree is infected the disease is usually fatal, either directly or indirectly, by weakening the tree to the point where it succumbs more readily to attacks by other pests or pathogens. The first signs of Chalara in Britain were found in a nursery in Buckinghamshire in 2012 and it is now widespread across the UK.
- 2.2 The disease is spread by spores released into the air. The spores are produced by fruiting bodies which form on the stalks of the previous year's fallen leaves. This means that leaf collection will help to slow down the rate of progress of the disease. When a spore lands on a healthy ash leaf it attacks and invades the leaf, spreading quickly to other parts of the tree. In a young recently planted ash tree this can result in death within a year or two. Mature trees die more slowly, but eventually the disease is usually fatal, and there is no treatment available.
- 2.3 Ash is a very important tree in Edinburgh. It is a native tree to Scotland, is the third most numerous forest tree in the city, and is a very significant component of woodlands and parks. Many ash trees were planted as a part of the Millennium Forest project in the late 1990s, and until the current disease outbreak was one of the most frequently planted species.

- 2.4 The management response recommended by the Forestry Commission is that in low-density situations, such as parks and gardens, the situation may be helped by removing infected plants, and collecting up and burning or composting the fallen leaves. However, the advice also notes that the identification of individual trees with a genetic resistance to the disease is a priority, and therefore it is inadvisable to remove all infected trees before the progress of disease can be assessed. Instead they might be left in place until such time as they die and become dangerous and then have to be removed.
- 2.5 Dutch elm disease (*Ophiostoma novo-ulmi*) was first discovered in Edinburgh in 1976 and control of the disease has been managed by the Council continuously since 1977. As a consequence, whereas elms have virtually disappeared from the British landscape, it is still the seventh most numerous forest tree in Edinburgh and the city retains many old individual and some very rare varieties.
- 2.6 Dutch elm disease is spread by beetles which breed in dead or dying elms. When the adults emerge in early summer they carry the disease with them to infect healthy trees. The disease control strategy therefore relies on finding infected trees and destroying them before the adult beetles emerge to spread the disease. The infected elms die and in most cases would have to be removed.
- 2.7 In 2005, the Council Executive approved a move towards a voluntary approach to the removal of diseased elms where they were owned privately. This was in the light of a Cabinet Office intention to revoke the Order by which the Council has powers to deal with Dutch elm disease. However, the Order was not revoked and the Council retains the powers. Voluntary compliance has been largely successful until the last few years, but there are now a small number of private owners who are putting at risk the achievements of the control strategy. Where appropriate, it would be reasonable for the Council to use these powers to ensure that diseased trees are removed and that infection is contained.
- 2.8 Unfortunately there are other emerging threats to Edinburgh's trees, some of which have already been recorded in the city, others which are likely to arrive and others where vigilance may prevent potentially catastrophic damage. Bleeding Canker of Horse Chestnut (caused by the bacterium *Pseudomonas syringae*), Phytophthora disease of alder (*Phytophthora alni*) and Horse Chestnut Leaf Miner (*Cameraria ohridella*), have all been confirmed as having migrated to Edinburgh in the past few years. Other serious pests and diseases may arrive in years to come. Often there is little that can be done to save infected trees, but the resources required to monitor and fell them, before they become a danger to the public, as well as replace them with alternative species, are substantial.

### **Management of Chalara**

- 3.1 In late summer 2015, Chalara symptoms were found on young ash trees by Council tree survey staff at Cammo, Craigmillar Castle Park and Corstorphine Hill. The outbreak was reported to and confirmed by the Forestry Commission. Subsequently, suspected disease symptoms have been found on young ash trees at the Hermitage of Braid. Based on advice from the Forestry Commission it seems very unlikely that an outbreak of this particular disease can be contained once it has taken hold in a woodland area. It is questionable whether it is useful to divert scarce resources towards tree removals deep in woodlands where public safety is unlikely to be an issue.
- 3.2 Instead there is a need for a long term approach to the management of Chalara in woodlands, and there is a need to co-ordinate management of trees with the control of invasive species. Species such as Himalayan balsam and Salmonberry, which are pernicious and highly invasive, take advantage of gaps created in woodland by the removal of infected trees to cover more of the ground and prevent natural regeneration.
- 3.3 It does appear to be possible to limit the spread of the disease in parks and gardens. The key elements are leaf collection and disposal by burning or composting; and regular monitoring by suitably skilled staff. The pruning out of infected limbs might be usefully done, and dead or dying trees will need to be removed. The removal of infected parts of trees, and especially fallen leaves, will help to prevent levels of the disease spores from accumulating to the levels required for infection to take place. The city has many fine ash trees in parks and gardens, the weeping ashes in Princes Street Gardens being particularly fine examples, so efforts to contain the disease where possible should be made.
- 3.4 It would seem inevitable, however, that many ash trees will be lost to the disease. Ultimately, this could affect the vast majority of Edinburgh's ash population, which is cautiously estimated to be about 37,000 trees. Localised control will be possible to some extent as described above, but the control of the disease over the whole city is unlikely to be possible in the way that has been achieved with Dutch elm disease.

### **Management of Dutch elm disease**

- 3.5 Dutch elm disease continues to have a highly significant impact on Edinburgh's trees. In 2015, 536 trees were recorded as being infected and requiring to be felled. This compares with 634 trees in 2014 and 570 trees in 2013. 299 (56%) of these are public trees, and the remaining 237 (44%) are privately owned. This is 46 more than in 2014, and represents a significant increase in the proportion of infections on private land. This is largely due to a number of individuals or businesses who have so far failed to take action, with 73 infected trees not felled and being allowed to spread infection further. In order to consolidate the good work that has been done by the Council, the vast majority of householders and private landowners, it is now deemed necessary to use the

enforcement action that is available to the Council. This is detailed further at 6.1 of this report.

- 3.6 In January 2014, Committee approved the report “Trees in the City”, which contained policies and actions intended to improve the management of city trees and to maximise the benefits that they provide. Trees in the City also contained a summary of a study carried out in 2012-13, which measured the ecosystem service benefits provided by trees in Edinburgh, and monetarised their value. Ecosystem services are the tree functions which provide benefits for citizens, and include the storage of carbon and the removal of harmful pollutants from the air. The study also estimated the structural value of the city’s tree stock.
- 3.7 With the emergence of so many pest and disease threats, plant health has rapidly risen to be the major issue facing trees and woodlands in the UK. There is a need for qualified survey staff, capable of recognising and reacting appropriately to pests and diseases which may well appear in the city in the coming years.
- 3.8 Tree planting plays a pivotal role as part of our strategy in managing these diseases. There needs to be diversification of the species planted to ensure that the next generation of trees are more resilient to pests and diseases and also climate change.

## Measures of success

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- 4.1 Incidences of Dutch elm disease, Chalara ash dieback and other diseases are detected in timely fashion and appropriate action taken.
- 4.2 The annual loss of trees within the city will be slowed and ultimately reversed through a comprehensive replanting programme.

## Financial impact

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- 5.1 In the short to medium term Dutch elm disease and Chalara ash dieback disease can continue to be managed within existing revenue budgets provided that disease surveys continue and that the removal of diseased and dangerous trees can be completed promptly. However, the rate of progress of tree diseases cannot be accurately predicted. Should the incidence of tree diseases increase significantly, a further report will be made to committee outlining proposed actions and detailing likely financial impacts.
- 5.2 The funds available in the current year for tree planting amount to £7,000, and there is no budget available from 2016/17. Additional funding is therefore required to enable a replanting programme of appropriate scale.

## Risk, policy, compliance and governance impact

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- 6.1 The Council is empowered under the Dutch elm disease (Local Authorities) Order 1984 (as amended 1988) to undertake surveys and test trees for the purposes of identifying and controlling Dutch elm disease. The Council is also empowered by the same Order to enforce control measures such as the felling and burning of diseased trees. However, the Council has not used the enforcement measures for some years, favouring a voluntary approach.
- 6.2 Due to the unwillingness of certain private owners to undertake disease control and safety work voluntarily, it is recommended that appropriate use be made of enforcement measures to ensure compliance. Enforcement would be carried out by Council Forestry staff in consultation with Legal Services where appropriate.
- 6.3 The agent that causes Chalara ash dieback is treated as a quarantine organism under national emergency measures and any sighting must be reported. There is no statutory requirement to take action unless the Council is served with a Plant Health Notice. None have been served to date.
- 6.4 There are currently no policy, compliance or governance impacts associated with other tree diseases. However there is a significant risk that failure to address tree diseases adequately will lead to an escalation of disease across the city, and thus an increase in the rate of the death of trees, leading to the diversion of valuable resources away from priority areas. Once trees have died or become unsafe, the Council is likely to have to remove them as a duty of care requirement under the Occupier's Liability Act (Scotland) 1960.
- 6.5 The loss of trees is likely to impact significantly on the quality of Edinburgh's landscape, and reduce the benefits which trees deliver, such as carbon storage and air quality improvement. These risks can be mitigated by: retaining specialist staff capable of identifying pest and disease threats and taking appropriate action; retaining sufficient grounds maintenance capability to initiate disease containment actions, such as leaf collection in parks, streets and gardens, possible; and adequately resourcing tree replacement programmes.

## Equalities impact

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- 7.1 There are no equalities impacts as a result of this report.

## Sustainability impact

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- 8.1 Urban trees are vital components of the sustainable city as they remove atmospheric pollutants, lock up CO<sub>2</sub>, mitigate localised flooding and provide both shelter and shade. The loss of mature trees from the city means that the benefits they provide will also be lost. Effort made in the management of pest and disease threats assists in delivering continued environmental benefits for the whole city.



## Consultation and engagement

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- 9.1 Council staff are in regular liaison with the Forestry Commission and Forest Research on issues such as the status of diseases, recommended actions, and recommendations for tree species replacements. The schedule for planned tree removals is published on the Council website. Tree policies are contained within the “Trees in the City” document, which was widely consulted on before revision and final adoption.

## Background reading/external references

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Trees in the City document:

[http://www.edinburgh.gov.uk/download/downloads/id/1540/trees\\_in\\_the\\_city\\_action\\_plan](http://www.edinburgh.gov.uk/download/downloads/id/1540/trees_in_the_city_action_plan)

The Edinburgh i-Tree report:

[https://www.itreetools.org/resources/reports/Edinburgh\\_iTree\\_Report.pdf](https://www.itreetools.org/resources/reports/Edinburgh_iTree_Report.pdf)

## John Bury

Acting Director, Services for Communities

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | P48 - Use Green Flag and other strategies to preserve our green spaces<br>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020  |
| <b>Council outcomes</b>         | 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 |
| <b>Single Outcome Agreement</b> | SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health   |
| <b>Appendices</b>               | None   |

# Transport and Environment Committee

10:00am, Tuesday, 12 January 2016

## Cleanliness of the City

|                          |         |
|--------------------------|---------|
| <b>Item number</b>       | 8.4     |
| <b>Report number</b>     |         |
| <b>Executive/routine</b> | Routine |
| <b>Wards</b>             | All     |

### Executive summary

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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 September 2015 is 69 with 93% of streets clean. Twelve out of 17 Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Five 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 418 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, as well as information on dog fouling statistics and initiatives across the city. It also provides information on citywide cleanliness initiatives such updates on the roll-out of the Council's new trade waste policy, the development of a litter strategy and other litter campaigns; and an update on the expansion of the Waste Action Grant to include litter related projects.

### Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | <a href="#">P44</a>                               |
| <b>Council outcomes</b>         | <a href="#">CO7, CO17, CO19, CO25, CO26, CO27</a> |
| <b>Single Outcome Agreement</b> | <a href="#">SO4</a>                               |

## Cleanliness of the City

### Recommendations

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

### Background

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- 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 Environmental Audit 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 September 2015, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness. Performance targets were not 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 51 (12%) Grade A streets observed within the September 2015 assessment.



**Grade B** These areas are clean apart from a few small items of litter. There were 337 (80%) Grade B streets observed within the September 2015 assessment.



**Grade C** These areas show accumulations of litter at back lines, kerbs and in between parked cars. There were 28 Grade (7%) C streets observed within the September 2015 assessment.



**Grade D** Streets are visibly and obviously heavily littered, with significant litter and refuse items. There were 2 (0%) Grade D assessments observed in the September 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, capturing dog fouling information from different sources to provide a robust overview of dog fouling performance in Edinburgh. 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 all of Edinburgh's parks. These scores are compared to the Edinburgh Minimum Standard which has been developed to benchmark our parks and record how they are improving. A range of criteria is assessed including litter and dog fouling, which can provide data on the cleanliness of the city's parks.

## Main report

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### Confirm on Demand data

- 3.1 The enquiries from the public logged onto the Confirm on Demand system in September 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 | 583                          | 56%   | 85%        |
| East                | 194                          | 88%   |            |
| North               | 188                          | 74%   |            |
| South               | 243                          | 96%   |            |
| South West          | 343                          | 81%   |            |
| West                | 189                          | 86%   |            |
| <b>Total</b>        | <b>1740</b>                  | <b>75%</b>  |            |

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

- 3.2 Three neighbourhoods (East, South and West) achieved the target of 85% for dealing with enquiries within the given timescales. City wide the target was not met with only 75% of enquiries being dealt within the given timescales.
- 3.3 The largest numbers of requests received were for dumping/fly-tipping (502 requests) and litter (446 requests).

| Enquiry type  | Number of enquiries received |
|---|------------------------------|
| Dumping/fly-tipping   | 502                          |
| Litter  | 446                          |
| Street cleaning request   | 207                          |
| Dog fouling   | 172                          |
| Bin full  | 86                           |
| Dead Animal   | 57                           |
| Bin Repair  | 53                           |
| Weeds   | 45                           |
| Broken glass  | 40                           |
| Graffiti (non-offensive)  | 39                           |
| Needles   | 29                           |
| Graffiti (offensive)  | 18                           |
| New bin request   | 15                           |
| Spillage of fluids  | 10                           |
| Public Conveniences (including cleaning, closures, repair and safety) | 12                           |
| Bin unsafe  | 5                            |
| Leaves  | 3                            |
| Bonfire Clearance Request   | 2                            |
| Beach Cleaning Request  | 2                            |
| Clear up of Road Traffic Accidents                                    | 1                            |
| <b>Total</b>  | <b>1744</b>                  |

*Table 2: Enquiries received by the public in September 2015*

### **CIMS survey results**

- 3.4 The results of the September 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 | 78%             | 60         | 67                    | 72                    | 95%                |
| East                | 98%             | 69         |                       |                       |                    |
| North               | 96%             | 71         |                       |                       |                    |
| South               | 89%             | 66         |                       |                       |                    |
| South West          | 98%             | 75         |                       |                       |                    |
| West                | 99%             | 74         |                       |                       |                    |
| <b>City wide</b>    | <b>93%</b>      | <b>69</b>  |                       |                       |                    |

Table 3: Summary of September 2015 CIMS street cleanliness results

|                | Citywide score  |      |
|----------------|-----------------|------|
| Survey date    | % streets clean | CIMS |
| September 2014 | 94%             | 69   |
| December 2014  | 96%             | 71   |
| March 2015     | 98%             | 76   |
| June 2015      | 95%             | 74   |
| September 2015 | 93%             | 69   |

Table 4: Trend data for % street clean and CIMS score

3.5 Table 4 shows the CIMS scores and % streets clean scores from the past 5 surveys covering the period September 2014 to September 2015. CIMS scores can be influenced by the inclusion of a relatively small number of Grade C or D streets. However, the % streets clean figure shows the percentage of streets meeting Grade B or above and can therefore be viewed as a more accurate indicator to monitor the cleanliness of the streets throughout the city.

3.6 Twelve Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Five of those Wards achieved 72, or above, meeting the Council's standard for cleanliness. The source of 88% of the litter noted within the survey was pedestrian related.



- 3.7 The highest percentage of litter noted by type within the survey was smoking related litter, which was noted in 79% of the streets surveyed.
- 3.8 Business related litter was noted in 6% of all 418 transects surveyed, however, in Ward 3, business related litter was noted in 22% of transects while in Ward 13, 19% of streets surveyed had business related litter. Overall a total of 14% of business related litter was identified in the City Centre and Leith Neighbourhood. 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.
- 3.9 There were two D grade streets surveyed in the September assessment. Both these were located in the South West Neighbourhood, Ward 7. These were due to accumulation of litter, including smoking related litter next to parked cars.

### **City Centre and Leith Neighbourhood**

| <b>Ward</b>    | <b>% Streets Clean</b> | <b>CIMS Score</b> |
|----------------|------------------------|-------------------|
| <b>11</b>      | <b>73%</b>             | <b>58</b>         |
| <b>12</b>      | <b>88%</b>             | <b>66</b>         |
| <b>13</b>      | <b>81%</b>             | <b>61</b>         |
| <b>Overall</b> | <b>78%</b>             | <b>60</b>         |

### **East Neighbourhood**

| <b>Ward</b>    | <b>% Streets Clean</b> | <b>CIMS Score</b> |
|----------------|------------------------|-------------------|
| <b>14</b>      | <b>100%</b>            | <b>67</b>         |
| <b>17</b>      | <b>97%</b>             | <b>70</b>         |
| <b>Overall</b> | <b>98%</b>             | <b>69</b>         |

### **North Neighbourhood**

| <b>Ward</b>    | <b>% Streets Clean</b> | <b>CIMS Score</b> |
|----------------|------------------------|-------------------|
| <b>4</b>       | <b>96%</b>             | <b>72</b>         |
| <b>5</b>       | <b>97%</b>             | <b>71</b>         |
| <b>Overall</b> | <b>96%</b>             | <b>71</b>         |

### South Neighbourhood

| Ward    | % Streets Clean | CIMS Score |
|---------|-----------------|------------|
| 10      | 79%             | 66         |
| 15      | 100%            | 67         |
| 16      | 87%             | 67         |
| Overall | 89%             | 66         |

### South West Neighbourhood

| Ward    | % Streets Clean | CIMS Score |
|---------|-----------------|------------|
| 2       | 100%            | 81         |
| 7       | 93%             | 62         |
| 8       | 100%            | 85         |
| 9       | 100%            | 69         |
| Overall | 98%             | 75         |

### West Neighbourhood

| Ward    | % Streets Clean | CIMS Score |
|---------|-----------------|------------|
| 1       | 97%             | 75         |
| 3       | 100%            | 76         |
| 6       | 100%            | 71         |
| Overall | 99%             | 74         |

### Dog Fouling Framework

3.10 A new framework for tackling dog fouling in Edinburgh has been developed and was presented to this Committee on 2 June 2015. An update on the actions progressed to date is presented below;

- Explore increase use of CCTV

CCTV resources are available to support targeted dog fouling enforcement through the existing CCTV resource application process.

- Explore low visibility uniforms

This action is being progressed through the Environmental Warden working group. Discussions have taken place with legal services and the Council's RIPSAs coordinator to discuss the proposed changes. Overall feedback was positive, providing the following conditions were met:

- All Environmental Wardens complete refresher RIPSAs training prior to implementation.
- All plain clothed operations will continue to require RIPSAs authorisation.
- All directed surveillance activities, including activities using the black vest covers, will continue to require RIPSAs authorisation.

Options to implement these proposals are now being developed.

- Joint patrols with police in hotspot areas.

At present dog fouling is not an identified police priority, however the local Community Improvement Partnerships (CIPs) process allows for joint patrols and other support to be agreed, if required.

### 3.11 Future work identified and being carried forward through the framework includes:

- Development of an Edinburgh Dog Fouling Policy;
- Supporting the citywide "Don't Blame the Dog Campaign" with a wider Evening News Campaign. A pilot was launched in the South Neighbourhood area on 5 November. This aims to tackle dog fouling in Burdiehouse, before being rolled out to Moredun and across other areas in the South Neighbourhood. The campaign signage can be found in Appendix 2. This pilot will be evaluated when completed, and then rolled out across Edinburgh using the lessons learned to establish best practise in Edinburgh. This is likely to be spring 2016;
- Publish Dog Fouling Fixed Penalty Notice figures;
- Highlight the Dog Fouling "Report it" function on the Council website;
- Liaise with schools regarding local poster designs and development;
- Produce educational material highlighting the dangers to public health of dog fouling;
- Continue to liaise with the Scottish Government around dog fouling fixed penalty notice amounts ; and
- Continue to monitor changes in dog fouling patterns in Edinburgh, in order to enable targeted initiatives and enforcement.

### **New Academic Research Project**

- 3.12 The Council is working with the University of Edinburgh to conduct a wide scale academic study of dog fouling in Edinburgh. The study will examine behavioural aspects of why some dog owners do not pick up after their pets, and identify factors which contribute or impede the likelihood of dog fouling. This study will

assist the Council to put in place measures to tackle dog fouling more successfully. This study will be a first for any local authority in Scotland, highlighting Edinburgh's commitment to a better understanding of dog fouling and how it can best be tackled.

### **Dog Fouling Complaints**

- 3.13 Over the period of the 1 July to 30 September 2015, there were a total of 311 dog fouling complaints received by the Environmental Wardens. This figure represents an increase of 13 complaints, or 4%, over the same period last year, although it is still 8% below the 2013/14 figure of 337 complaints received during the same period.
- 3.14 The hotspot analysis of dog fouling complaints (Appendix 1), identifies where there have been a high number of complaints; this analysis is being used to prioritise resources to these areas.

### **Dog Fouling Fixed Penalty Notices**

- 3.15 During the reporting period of 1 July to 30 September 2015, 15 FPNs were issued across all 6 neighbourhood areas. This compares to 21 issued in the same period in 2013, and 13 issued in 2014. These figures are expected to increase over the next reporting period due to increased capacity following the Summer Festival, and the ongoing initiatives highlighted below.

### **Park Quality Assessments**

- 3.16 The Parks Quality Assessments for 2015 were completed by the end of July. The results of these assessments reveal that overall the quality of Edinburgh's parks continues to improve; with 132 of 138 parks classed as 'good' or better.
- 3.17 Litter and waste management and dog fouling are two of the criteria used to assess the quality of a park. The table below illustrates how these are scored when the assessment is made.

|           |     |           |          |          |           |          |           |      |           |           |             |
|-----------|-----|-----------|----------|----------|-----------|----------|-----------|------|-----------|-----------|-------------|
|           | 0   | 1         | 2        | 3        | 4         | 5        | 6         | 7    | 8         | 9         | 10          |
| Bandwidth | N/A | Very poor | Low poor | Mid poor | High poor | Low fair | High fair | Good | Very good | Excellent | Exceptional |

*Table 5: Scoring system to assess park quality assessment criteria*

- 3.18 A summary of the average litter scores seen in parks across neighbourhoods over the past four years is shown in Table 5. Across the city the overall trend is an improvement in the cleanliness of parks evidence that our parks are now being managed better for litter.
- 3.19 A summary of the average dog fouling scores seen in parks across neighbourhoods over the past four years is shown in Table 6. Results show an annual increase in scores, which indicates a reduction in the amount of dog fouling observed in parks.

3.20 Further information on the full range of criteria used in Park Quality Assessments can be referred to in the Green Flag Award and Park Quality Assessments report, also to be considered at the January 2016 Transport and Environment Committee.

|                     | 2012 | 2013 | 2014 | 2015 | Trend |
|---------------------|------|------|------|------|-------|
| City wide           | 6.2  | 6.2  | 6.   | 6.6  | ↑     |
| City Centre & Leith | 5.8  | 5.7  | 5.4  | 5.4  | =     |
| East                | 5.7  | 6.1  | 6.1  | 6.8  | ↑     |
| North               | 6.4  | 6.1  | 5.8  | 6.5  | ↑     |
| South               | 6.3  | 6.3  | 6.6  | 6.8  | ↑     |
| South West          | 6.2  | 6.5  | 6.3  | 6.9  | ↑     |
| West                | 6.7  | 6.1  | 6.7  | 6.9  | ↑     |

*Table 6: Average litter and waste management score for parks in each Neighbourhood.*

|                     | 2012 | 2013 | 2014 | 2015 | Trend |
|---------------------|------|------|------|------|-------|
| City wide           | 6.5  | 6.6  | 6.9  | 7.1  | ↑     |
| City Centre & Leith | 6.6  | 6.6  | 6.5  | 6.8  | ↑     |
| East                | 6.4  | 6.0  | 6.6  | 6.5  | ↑     |
| North               | 5.7  | 6.5  | 6.7  | 7.4  | ↑     |
| South               | 6.5  | 7.1  | 7.3  | 7.4  | ↑     |
| South West          | 6.5  | 6.7  | 6.8  | 7.2  | ↑     |
| West                | 6.8  | 6.8  | 7.4  | 7.5  | ↑     |

*Table 7: Average dog fouling scores for parks in each Neighbourhood.*

### **Local Action and initiatives**

3.21 Local initiatives to combat litter, dog fouling and maintain street and open space cleanliness are ongoing in all six Neighbourhoods:

### **City Centre and Leith Neighbourhood**

- 3.22 Council officials met with Councillors from the Leith, Leith Walk and City Centre Wards in September 2015, to discuss the specific challenges of Wards 11, 12 & 13; such as high footfall, high density housing, transient population, and high numbers of businesses. There was also discussion around the environmental issues that are faced in these areas, such as high levels of fly-tipping, and weeds. In addition, the operational issues the teams face were discussed and agreed.
- 3.23 The City Centre and Leith Neighbourhood are working in partnership with Leith Primary School to tackle dog fouling around the school. Following a report from the pupils about dog fouling and the impact it was having on their school activities and pupils, the local Environmental Wardens put in place regular dog fouling patrols and signage was installed in the area.
- 3.24 A competition was set up for Primary 3 pupils to create a design a poster which would feature on local dog fouling signage, highlighting dog fouling and the issues it causes. The winning design was chosen by Councillor Chas Booth, Kirsten McDonald, Teacher and Kenny Wiseman, Local Environmental Warden and this design is now in place on plaques around the perimeter of the school.

### **East Neighbourhood**

- 3.25 The citywide rollout to improve the management of trade waste has reached Ward 14 and the local team will be working closely with colleagues in the Environment SSU to maximise the environmental benefits. This work will also help equip the team with the necessary skills and experience to manage the process when Ward 17 is tackled in early 2016.
- 3.26 Work has begun to tackle dog fouling in line with the new framework with a complaints tracking system being used to monitor areas affected by dog fouling. Stencils will be used (weather permitting) and signs reminding people to pick up after their dog will be attached to street furniture. Follow-up visits and high visibility patrols will be carried out. Wardens will engage with local dog walkers and Fixed Penalty Notices will be issued where an offence is witnessed. The Wardens also plan to trial glow in the dark 'watching you' posters which have been used successfully by other local authorities.

### **North Neighbourhood**

- 3.27 Staff from the North Neighbourhood Team participated in a clean up in the area surrounding the North Neighbourhood Office; and in West Pilton Gardens. Over 12 bags of rubbish and other debris were collected from this area by staff. A clean up of back-greens in and around West Pilton Rise has been undertaken to prepare for the roll out of communal recycling and waste containers to blocks that previously had individual bins. Removal of vegetation and other tree work was also carried out. In addition, street cleaning crews carried out leaf clearance and maintenance of main routes throughout North Edinburgh from October to December 2015.

### **South Neighbourhood:**

- 3.28 The Don't Blame the Dog Campaign in the South Neighbourhood area is due to begin on 1 November 2015. The campaign is a pilot for what will become the citywide campaign, and aims to tackle dog fouling in Burdiehouse, before being rolled out to Moredun and across other areas in the South Neighbourhood.
- 3.29 The campaign strap line has been carefully linked into a range of media, including posters, pavement stencils, lamp post wraps and a social media campaign.
- 3.30 New signage (see Appendix 2) will be placed in key locations, working with the Friends Group from Burdiehouse Valley Park, and supported by overt and covert patrols from the Environmental Wardens including the use of CCTV.
- 3.31 As part of the campaign, local schools have been contacted to arrange dates for educational visits and accompanying presentation which will likely be carried out from January 2016.
- 3.32 The South Neighbourhood's Don't Blame the Dog Campaign will be evaluated when completed, and then rolled out across Edinburgh using the lessons learnt to establish best practice in Edinburgh. This is likely to be spring 2016.

### **South West Neighbourhood**

- 3.33 The South West Environmental Wardens continue to utilise the Dog Fouling Tracking System, which prioritises the need to clean up and enforce quickly and reduce the impact on the environment.
- 3.34 The Dog Fouling Tracking System identifies those street which are high priority following dog fouling complaints. Streets are classified as red, amber or green. The significance of the classifications are:
  - Red - If there has been three or more dog fouling complaints in the previous month.
  - Amber - If there has been 1-2 dog fouling complaints in the previous month.
  - Green – A street that has previously been 'red' or 'amber' that has no dog fouling complaints in the previous month.
- 3.35 Streets will remain on the Dog Fouling Tracking System until they have two consecutive months as 'green'.
- 3.36 There has been a decrease in the number of dog fouling complaints on streets that were classified as 'red' in June:
  - Springwell Place from 8 in June to 2 in July
  - Dumbryden Gardens from 4 in June to 0 in July
  - Stenhouse Drive from 5 in June to 2 in July

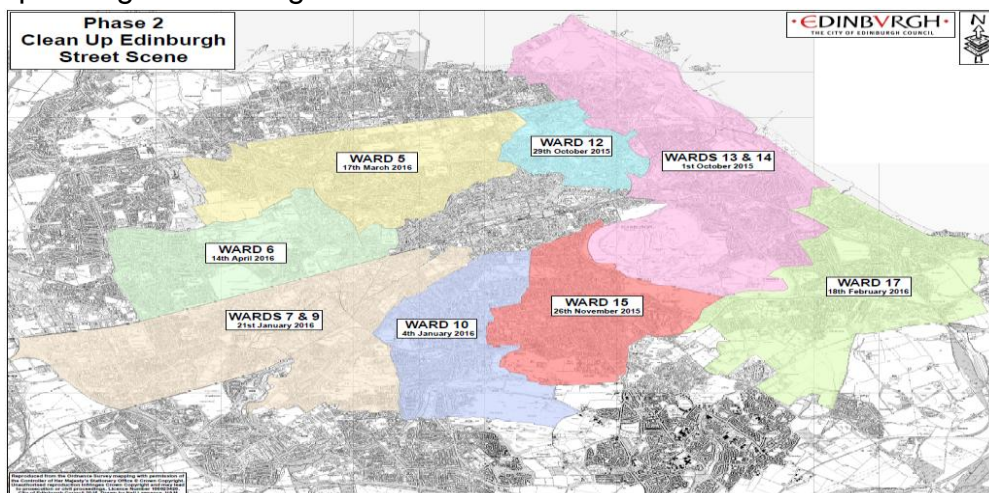
### **West Neighbourhood**

- 3.37 The West Neighbourhood Environmental Wardens team focused on street littering issues from July to September 2015; and issued 65 Fixed Penalty Notices for littering and trade waste breaches over this three month period. In September, operational work remained focused on street cleaning activities, particularly in known 'hotspot' areas. The Western Neighbourhood Partnership Environment Sub-Group has considered feedback from recent CIMS assessments and local resources have been deployed to reflect known issues.
- 3.38 There is ongoing joint working with the Open Space Strategy Team and Queensferry Ambition Business Improvement District, to support the implementation of a managed trade waste service in Queensferry; in line with the Council's Street Scene initiative. If successful, the outcome would be the delivery of a local trade waste arrangement that satisfies the Council's requirements in terms of presentation and storage of trade waste, in advance of Stage Three of the Street Scene project.

### City wide initiatives

#### City wide implementation of Trade Waste Strategy

- 3.39 Phase 2 of the Street Scene Project started in October 2015 and to date the new trade waste policy has been implemented in Wards 11, 12, 13, 14 and 15. A reduction of 80% of trade waste bins permanently stored on public land is expected. The project is running on time and due to be completed by June, 2016.
- 3.40 As well as making Edinburgh a cleaner, greener and safer city, in line with the Council's five-year strategic plan, the Street Scene project also serves to focus business owners attention on the waste they produce and as such an increase in recycling across the city centre has been witnessed by the 17 waste carriers operating in Edinburgh.



Map 2. Roll-out of new trade waste policy Phase 2

- 3.41 The following before and after photographs illustrate the success of the project.





### **Local and national litter campaigns**

- 3.42 Following the Zero Waste Scotland funded fly-tipping project run by the Council in February and March 2015, a larger communications campaign was then rolled out over the summer. The best practice guide developed by the Council and Zero Waste Scotland was used, and additional communications materials, such as bin stickers, posters and stickers for dumped items, were also produced in October 2015. The aim of using these materials was to educate residents that dumping items is illegal and reduce the amount of fly-tipping in the city.

- 3.43 The images in Appendix 3 illustrate the types of materials produced for this campaign.
- 3.44 The Council's Open Space Strategy Team has engaged with Zero Waste Scotland about its intentions to apply for a Litter Communications Fund. This will enable the development of communications materials specifically designed to target localised areas. These materials can then be used alongside an online toolkit developed by ZWS.
- 3.45 As part of the Council's channel 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.
- 3.46 The Council's Waste Action Grant promotes litter projects and community groups are encouraged to apply for funding to run preventative litter campaigns/initiatives. Since 2009, a total of £4,188 has been awarded to fund local litter projects, and 4,500 people have directly participated in litter projects through workshops, events, and on the ground activities.
- 3.47 Four applications were approved for the Edinburgh Waste Action Grant Programme in November 2015. Awards were given to Leithers Don't Litter, the Marine Conservation Society, North Edinburgh Arts and Granton Hub for a variety of recycling and litter project proposals.
- 3.48 Work commenced on the development of a litter strategy for the city in October 2015. Research has been carried out around litter projects and strategies throughout the UK. Engagement sessions took place in November and December with frontline street cleaning staff and environment staff as well as Elected Members, to get their feedback on what the content of the strategy should contain.

### **Community Clean Ups**

- 3.49 In Edinburgh a total of 68 community clean up events, which have been registered with KSB, have been undertaken this year (up to September 2015). Over 3700 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. Waste Services Community Engagement Team also provide guidance, posters, certificates and support to those organising an event.
- 3.50 One of the largest clean up events of the year took place in October 2015, and was organised by the anti-litter group Leithers Don't Litter. Over 40 volunteers carried out clean-ups in six areas around Leith, collecting around 80 bags of litter.

### **Roll out of Edinburgh's new recycling service**

- 3.51 Waste Services has been replacing red and blue recycling boxes with a wheellie bin since 1 September 2014. The new service makes it easier for residents to recycle more of their waste, as there are fewer items to sort and separate. Additional materials such as small electrical items can now also be recycled. The

changes to the service have now been fully implemented, which means that 140,000 households now receive this service. The introduction of wheelie bins has had a positive impact on cleanliness standards, as the recycling material is contained within a closed bin rather than the open red and blue boxes.

## Measures of success

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- 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

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- 5.1 There is no financial impact from this report.

## Risk, policy, compliance and governance impact

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- 6.1 There is no risk, policy, compliance or governance impact from this report

## Equalities impact

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- 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

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- 8.1 None

## Consultation and engagement

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- 9.1 None

## Background reading/external references

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[www.keepsotlandbeautiful.org](http://www.keepsotlandbeautiful.org)

[2014 Edinburgh People Survey](#)

[Keep Scotland Beautiful Eco Schools](#)

## Paul Lawrence

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## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | P44 - Prioritise keeping our streets clean and attractive.  |
| <b>Council outcomes</b>         | CO7 - Edinburgh draws new investment in development and regeneration.<br>CO17 - Clean – Edinburgh’s streets and open spaces are free from litter and graffiti.<br>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.<br>CO25 - The Council has efficient and effective services that deliver on objectives.<br>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.<br>CO27 - The Council supports, invests and develops our people. |
| <b>Single Outcome Agreement</b> | SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.   |
| <b>Appendices</b>               | Appendix 1 – Hot Spot Map of Dog Fouling July to September 2015<br>Appendix 2 – Don’t Blame the Dog Final Designs<br>Appendix 3 – Communications materials examples   |

## Appendix 1

### Hot Spot Analysis of Dog Fouling Complaints

This map is an example of a number of hot spot areas following complaints of dog fouling between 1 July 2015 and 30 September 2015.



*Map 1 Hotspot Analysis of Dog Fouling Complaints July to September 2015*

The hotspot analysis of dog fouling complaints uses a colour ramp going from green to red, showing the increasing concentration of dog fouling complaints across Edinburgh. Red shows the worst affected areas.

## Appendix 2

### Don't Blame the Dog Final Designs

It's the owner's mess.

# Don't blame the dog!

Your dog's mess is a health hazard. Don't break the law – pick it up. **Bag it and bin it** or risk a **minimum £40 fine**.



Picking up your dog's mess is not optional.

# Bag it and bin it!

It's a health hazard and against the law. Clean up after your dog or risk a **minimum £40 fine**.



*Images 1 and 2: signage to support the 'Don't Blame the Dog' campaign*

## Appendix 3

### Communications materials examples



Images 3 and 4: Posters containing messages around enforcement and ways to dispose of unwanted items



Image 5: A sticker to be attached to dumped items that have been reported to the Council

recycle for Edinburgh

**Getting rid of furniture  
or large items?**

**You'll find our service uplifting**

[www.edinburgh.gov.uk/specialuplift](http://www.edinburgh.gov.uk/specialuplift)



• EDINBURGH •  
YOUR COUNCIL - YOUR ENVIRONMENT

*Image 6: Messaging displayed on refuse collection vehicles, advertising the Special Uplift service*



# Transport and Environment Committee

10am, Tuesday, 12 January 2016

## Landfill and Recycling

|                          |     |
|--------------------------|-----|
| <b>Item number</b>       | 8.5 |
| <b>Report number</b>     |     |
| <b>Executive/routine</b> |     |
| <b>Wards</b>             | All |

### Executive summary

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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, for the period April to October 2015.

Whilst total annual waste arisings increased in 2014/15 by 1.2%, monthly arisings to date (April to October 2015) are 1.9% lower than for the same period in 2014/15.

The amount of non-recyclable waste disposed of in the period April to October is down 5.8% on the same period in 2014/15. The projected tonnage of landfill to year end is 111,366, which is less than the Capital Coalition Pledge target of 118,000 tonnes.

The percentage of waste recycled in the period April to October 2015, has increased compared to the same period in 2014/15. The average recycling rate to date has increased by 2.4% to 44%. The forecast end of year recycling rate for 2015/16 is 42.1%.

### Links

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|                                 |                                  |
|---------------------------------|----------------------------------|
| <b>Coalition pledges</b>        | <a href="#">P44, P49, P50</a>    |
| <b>Council outcomes</b>         | <a href="#">CO17, CO18, CO19</a> |
| <b>Single Outcome Agreement</b> | <a href="#">SO4</a>              |

## Landfill and Recycling

### Recommendations

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

### Background

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#### Landfilled Waste and Recycling

- 2.1 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%.
- 2.2 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

- 2.3 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.
- 2.4 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.
- 2.5 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 or presents their bin on the incorrect day, and then contacts the Council to report a missed collection.

### Main report

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#### 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 increased in 2014/15 by 1.2%, however, it was initially forecast that the rising trend in total waste would continue in 2015/16 (Figure 1).

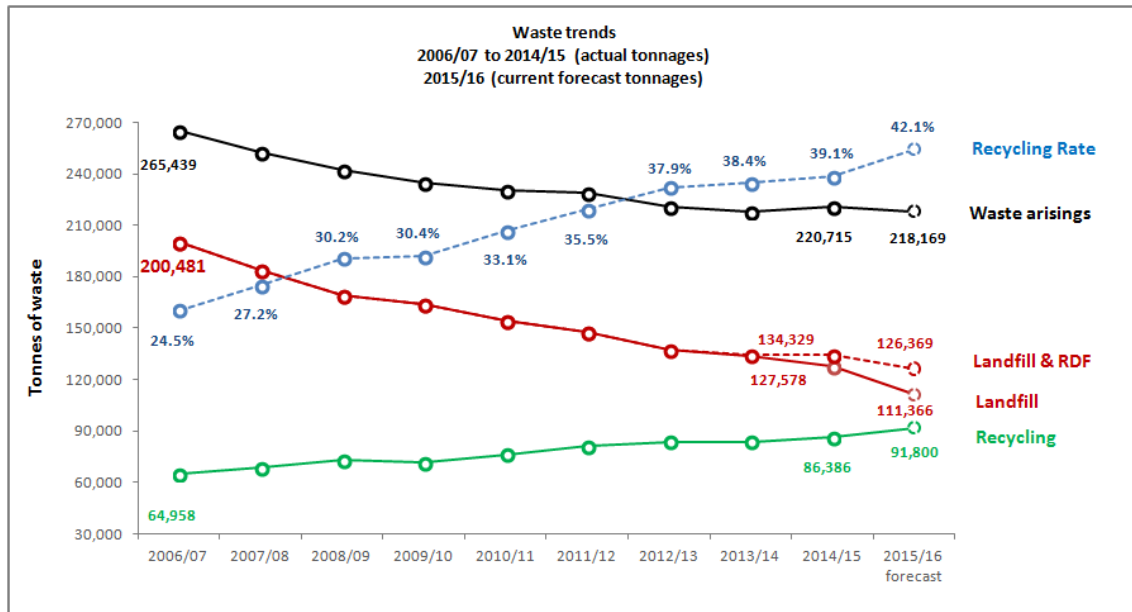


Figure 1 - waste trends 2006/7 to 2015/16 (forecast)

3.2 To date (April to October 2015), there has been a falling trend, with waste arisings 1.9% less than were recorded in the same period in 2014/15 (Figure 2).

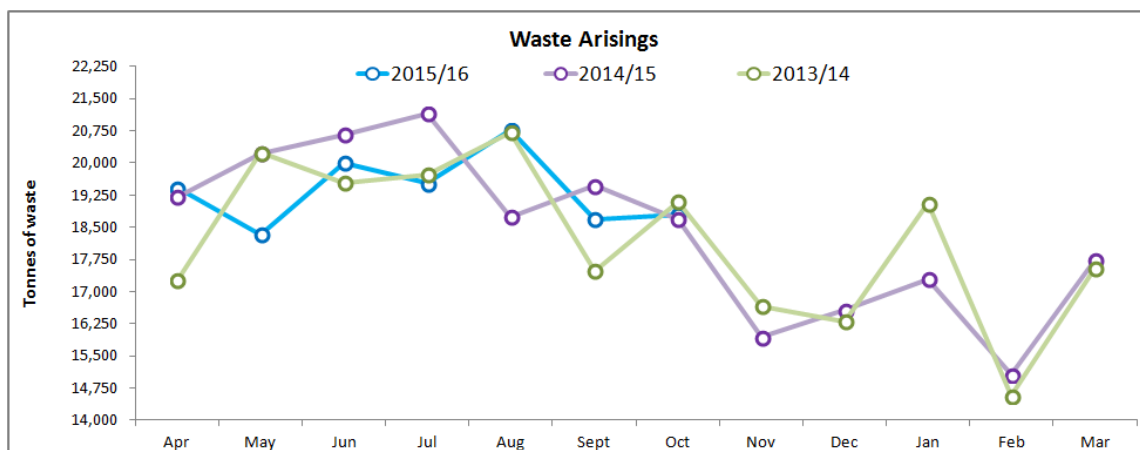


Figure 2 - waste arisings by month

3.3 Waste arisings are closely monitored on a monthly basis, and used to inform and adjust, if necessary, the end of year forecasts for non-recyclable waste and recycling tonnage.

3.4 At the meeting of the Transport & Environment Committee on 25 August 2015, members approved the decision to cease acceptance of commercial waste at Community Recycling Centres. This took effect on 23 October 2015. Data regarding any resulting reduction in landfill or recycling tonnage at the sites as a result of this change is not yet available. As such, the year end forecast figures contained in this report assume that no reduction in tonnage in financial year 2015/16 is observed at Community Recycling Centres.

## Non-recyclable waste

- 3.5 Waste that cannot be recycled is disposed of as landfill or diverted as refuse derived fuel (RDF). Waste disposed of as RDF, whilst included in waste arising tonnages, is not counted as recycling or landfill. Some of the waste collected at Community Recycling Centres that cannot be recycled is currently disposed of as RDF.
- 3.6 It has been forecast that 111,366 tonnes of non-recyclable waste will be disposed of via landfill and 15,003 tonnes diverted as RDF in 2015/16, with the overall tonnage of non-recyclable waste forecast to be 126,369 tonnes (Table 1). This is 7,961 tonnes (5.8%) less than was disposed of in 2014/15 (Table 1). Capital Coalition Pledge 49 sets a target of reducing landfill tonnage to 118,000 tonnes which, due in part, to the diversion of some non recyclable waste as RDF, is forecast to be achieved in 2015/16.

|                       | Non recyclable waste |            |              | Recycled waste |        | Waste Arisings |
|-----------------------|----------------------|------------|--------------|----------------|--------|----------------|
|                       | Landfill tonnes      | RDF tonnes | Total tonnes | Tonnes         | Rate % | Tonnes         |
| <b>Actual 14/15</b>   | 127,579              | 6,751      | 134,330      | 86,386         | 39.1%  | 220,716        |
| <b>Forecast 15/16</b> | 111,366              | 15,003     | 126,369      | 91,800         | 42.1%  | 218,169        |
| <b>Difference</b>     | -16,213              | 8,252      | -7,961       | 5,414          | 3.0%   | -2,547         |

*Table 1 – non recyclable waste and recycling forecasts 2015/16*

- 3.7 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](http://www.zerowastefuture.com).

### Citywide recycling rate

- 3.8 The citywide recycling rate for 2015/16 is currently forecast to be 42.1%. This is less than the 44.1% forecast at the start of 2015/16, and less than Capital Coalition Pledge 49 target of a recycling rate of 50%. If achieved, it will be a 3% improvement on the rate of 39.1% recorded in 2014/15. It is forecast that 5,414 tonnes more waste will be recycled in 2015/16 than was recycled in 2014/15 (Table 1).
- 3.9 To achieve the Capital Coalition Pledge target of 50% recycling rate in 2015/16 would require 17,284 tonnes more waste to be recycled in addition to what is currently forecast.
- 3.10 Multiple recycling collections are provided in the city to cater for the differing needs of householders. A comparison of how each of the different recycling streams in the city contribute to the total citywide amount of recycling collected in both October 2015 and the year to date is detailed in Table 2.

|  | October (2014) | October (2015) | Change     | YTD Apr - Oct (2014) | YTD Apr - Oct (2015) | YTD Change   |             |
|--|----------------|----------------|------------|----------------------|----------------------|--------------|-------------|
| Recycling Stream                                   | tonnes         | tonnes         | tonnes     | tonnes               | tonnes               | tonnes       | % change    |
| Community Recycling Centres                        | 1,564          | 1,636          | 72         | 12,823               | 12,112               | -711         | -6%         |
| Food Waste   | 478            | 784            | 306        | 3,255                | 4,802                | 1,547        | 48%         |
| Garden Waste - kerbside                            | 1,853          | 1,935          | 82         | 18,778               | 18,290               | -488         | -3%         |
| Kerbside - Red/blue boxes                          | 1,082          | 106            | 493        | 8,142                | 3,280                | 2,583        | 30%         |
| - New Service bin/box                              | 239            | 1,708          |            | 397                  | 7,842                |              |             |
| Recycling Banks (supermarket)                      | 574            | 505            | -69        | 3,972                | 3,570                | -402         | -10%        |
| Packaging bins - on street communal                | 297            | 290            | -7         | 2,133                | 2,109                | -24          | -1%         |
| Paper bins - on street communal                    | 170            | 155            | -15        | 1,091                | 1,151                | 60           | 5%          |
| Other streams (includes Trade and special uplifts) | 749            | 599            | -150       | 5,019                | 4,555                | -464         | -9%         |
| Mechanised street sweepings                        | 339            | 200            | -139       | 2,019                | 1,943                | -76          | -4%         |
| <b>Total Recycling</b>                             | <b>7,345</b>   | <b>7,918</b>   | <b>573</b> | <b>57,629</b>        | <b>59,654</b>        | <b>2,025</b> | <b>4%</b>   |
| <b>Recycling rate</b>                              | <b>39.3%</b>   | <b>42.1%</b>   |            | <b>41.6%</b>         | <b>44.0%</b>         |              | <b>2.4%</b> |

Table 2 – recycling by waste collection stream

3.11 It can be seen in Table 2 that improvements have been achieved in both food recycling and kerbside recycling, with year to date increases in tonnage, compared to the same period in 2014/15 of 48% and 30% respectively. Other streams have experienced reductions, for example, the seasonality dependant garden waste brown bin collection has seen year to date tonnages fall by 3%. Similarly, the tonnage of recycled waste collected at the community recycling centres has reduced by 6% year to date. These reductions have offset some of the gains recorded in kerbside and food recycling. Notwithstanding this, a 2.4% improvement in the recycling rate was achieved in the period April to October compared to the same period in 2014/15 (Table 2).

3.12 A summary of the current and past recycling rate by month is detailed in Figure 3.

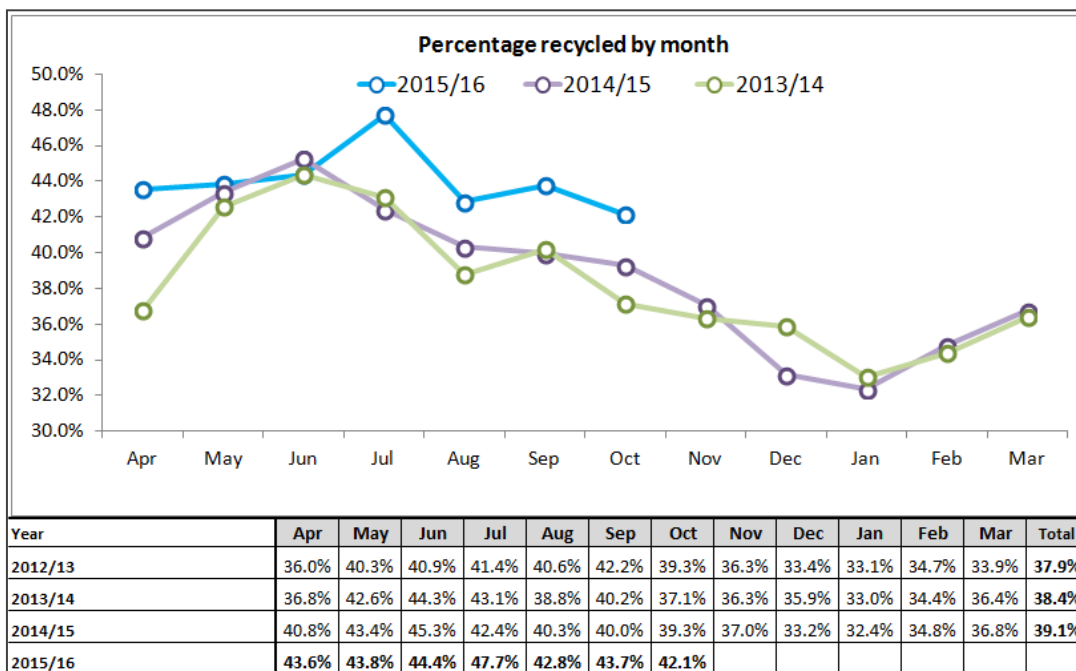


Figure 3 – recycling rate by month

## Recycling - New kerbside bin/box recycling service

- 3.13 All five programmed phases to roll-out a new kerbside green bin and blue box recycling service (a replacement to the existing red and blue box service) to approximately 140,000 residents have been successfully delivered, with phase 5 rolled out as programmed in October 2015 to approximately 40,000 residents. An additional sixth phase to provide 8,000 rural and difficult to access households, which includes colony properties, with the new recycling service commenced in late November, at which time all households in the city with a wheeled bin landfill service will have access to the new recycling service.
- 3.14 This is a major change to recycling provision in the city, as the new green bin/blue box service simplifies the recycling process for kerbside residents and increases the range of materials collected. As detailed in Table 2, the new service has had a positive impact on the overall citywide recycling rate, with year to date kerbside tonnages increasing by 30% compared to last year. On average in October, 77% of eligible households presented their green recycling bin for collection.
- 3.15 A summary of the increasing trend in kerbside recycling at the end of October 2015 and the respective contribution of the existing box collection and new recycling collection are detailed in Figure 4.

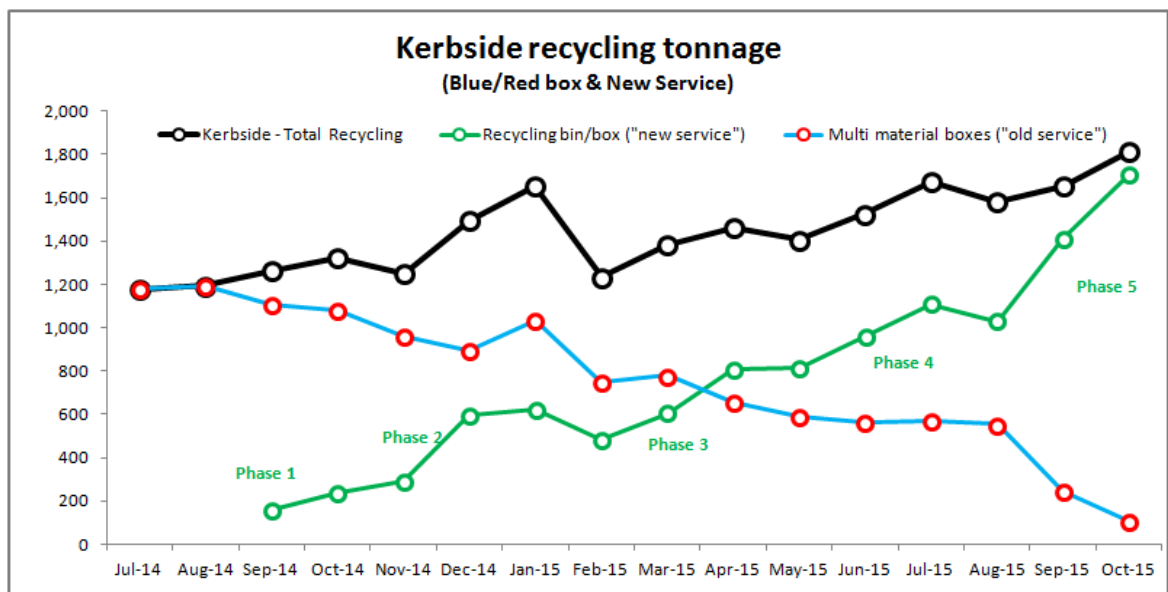


Figure 4 – kerbside recycling tonnages July 2014 to October 2015

- 3.16 In October 2015, the existing red and blue box service accounted for 6% of the collected kerbside tonnage. The 50,000 potential users of this service are located in flatted areas serviced by on-street communal landfill bins. Many of these properties have existing provision 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 balancing 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
- the replacement of the existing red and blue box service to remove duplication of recycling services in those streets where communal recycling facilities already exist or can be provided.

3.17 The replacement of the red and blue box service for householders outwith the World Heritage Site is being undertaken in a two phase process. This commenced in October and was programmed for completion in December 2015. Where it does not exist already, on street provision will be provided for the recycling of dry mixed recyclate (DMR) and glass. The range of materials that can be recycled in communal DMR bins is increasing and will mirror that collected in the green recycling bin.

#### **Enhancement to World Heritage Site recycling services**

3.18 Householders in the World Heritage Site (modernising waste area), where the provision of additional on-street communal bins is not possible, received a new enhanced kerbside recycling collection commencing in late November 2015. Residents continue to use their existing red and blue boxes, but are now able to recycle the same mixture of materials that are accepted via the green bin/ blue box service, with the red box now mirroring the contents of the green bin. Residents present both boxes on the same day and receive a fortnightly collection.

#### **Recycling – food waste**

3.19 Large increases continue to be experienced in the tonnage of food waste collected, with 64% more food waste collected in October 2015 than was collected in October 2014. Residents have re-engaged with the service, with increases in the tonnage of kerbside waste recorded at each stage of the new recycling service bin/ box rollout (Figure 5).

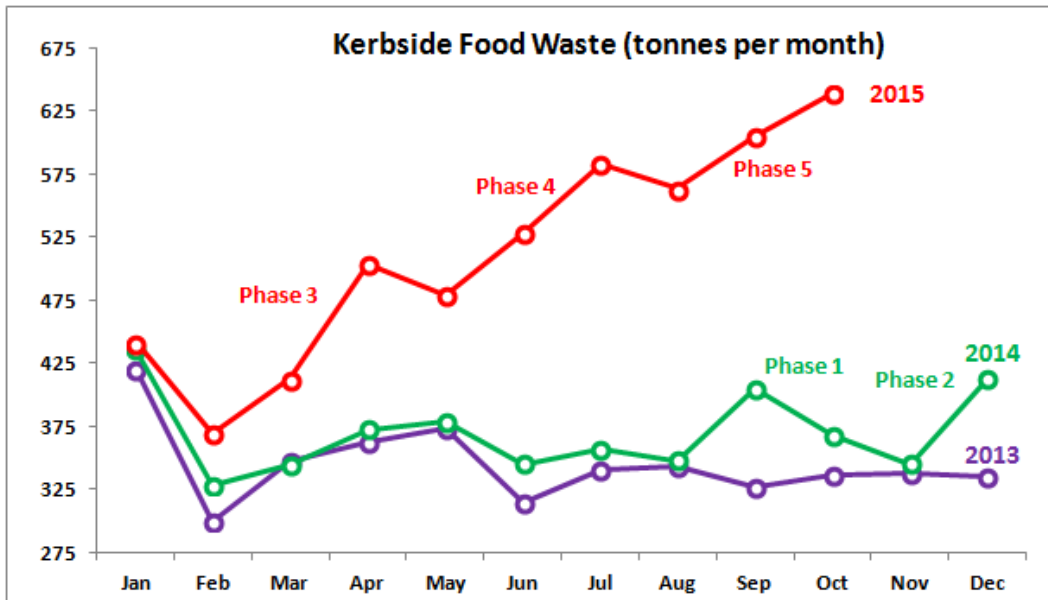


Figure 5 – kerbside food waste tonnages January 2013 to July 2015

### Complaints

3.20 Weekly complaint numbers since 2013 are detailed in figure 6 below.

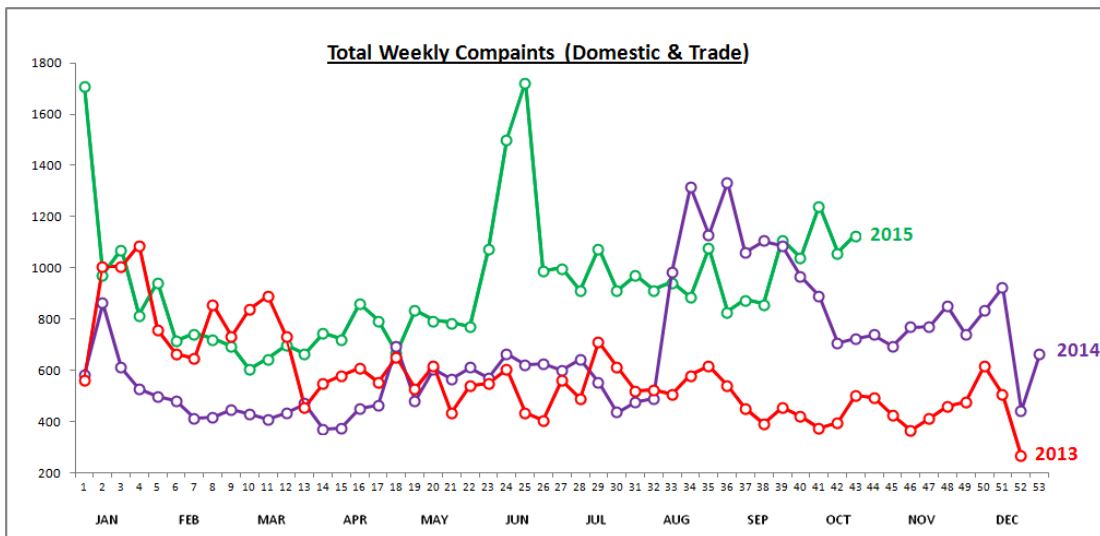
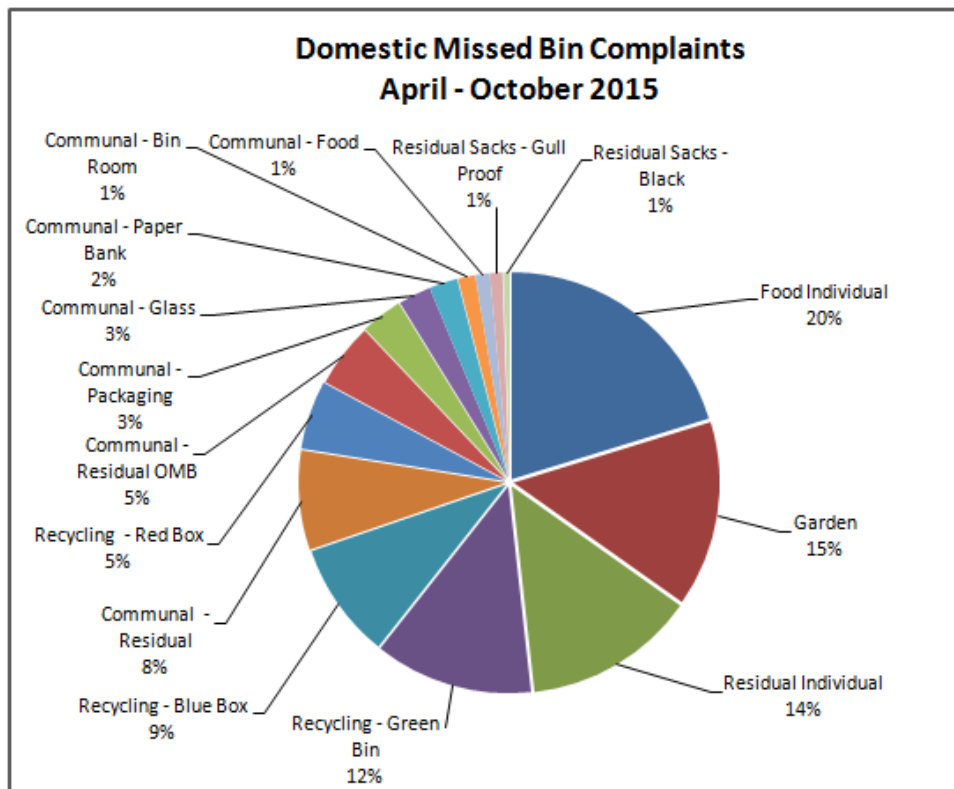


Figure 6 – weekly complaint number 2012-2015 by month

3.21 On average to date (April to October 2015), 962 complaints a week were received by Waste Services. With approximately 480,000 collections a week, this translates to 0.2% of collections resulting in a customer complaint. The majority of complaints received were regarding the non-collection of waste (96% of complaints).

3.22 A breakdown of complaints regarding non-collection of waste for the period April to October 2015 by collection stream is detailed in figure 7.





*Figure 7 – complaint numbers by collection stream*

- 3.23 The new bin and box recycling service is having a positive impact on recycling tonnage in the city, with year to date kerbside recycling tonnages increasing by 30% as outlined in section 3.14. The citywide service change for some 140,000 wheeled bin households has, however, increased the number of complaints received each month regarding kerbside recycling. In the period April to October 2015, 6,788 more missed collection complaints were recorded than in the same period in 2014. Of these, increases in complaints regarding recycling services accounted for 77% of the increase (5,252 additional complaints). It is anticipated that once fully rolled out, and when residents become fully accustomed to the new service, complaints regarding recycling will reduce.
- 3.24 As outlined in section 3.19, the service continues to experience significant increases in kerbside food waste, with tonnages 48% higher than the same period in 2014. Whilst this is positive for recycling tonnages, it places significant pressure on the largely fixed food collection routes, with vehicles requiring more trips to tip and, as a result, less time available for collections. Procurement of larger capacity food vehicles and the citywide redesign of new food routes to reflect increased participation is ongoing, with rollout of both anticipated in the winter 2015/16.
- 3.25 Waste Services does not currently differentiate between types of complaints, for example, between complaints from addresses that are known to have been missed for operational reasons such as delays due to vehicle breakdown or roadworks, and complaints where a bin has been missed in error.

- 3.26 Reporting missed collections via the council website, rather than phoning the contact centre, is becoming increasingly popular, with 1,312 complaints (30%) recorded by residents in this manner in October 2015. Steps to improve the accuracy and validity of complaints received via the website is ongoing. Currently complaints received via the web include when residents have logged a complaint multiple times, when scheduled collections are still ongoing, when it is not the collection day for the service and when bins have been tagged as contaminated.

## Measures of success

- 4.1 Achievement of the Council's targets for increasing recycling and reducing landfill.

## Financial impact

- 5.1 At the meeting of the Transport and Environment Committee on 25 August 2015, members requested that overall disposal and landfill expenditure be included in future reports.
- 5.2 Non recyclable material is currently disposed of as refuse derived fuel (RDF) and as landfill. In addition, there are charges associated with transporting landfill waste by rail from the transfer station at Powderhall to the landfill site at Dunbar. Monthly disposal expenditures for 2015/16, including a comparison with the same period in 2014/15, are detailed in Table 3 below.
- 5.3 Some of the waste collected at Community Recycling Centres that cannot be recycled is diverted as RDF. This waste in previous years would have been sent to landfill. The tonnage of waste disposed of this way increased as of Quarter 2, 2014/15. In Quarter 1 of 2015/16, as well as waste from Community Recycling Centres, a portion of non-recyclable waste collected via kerbside collections was diverted as RDF.
- 5.4 The decreasing trend in monthly disposal costs is reflective of the reduction in waste arisings and a corresponding decrease in non recyclable waste observed in Quarters 1 and 2 of 2015/16.

| Disposal Costs                      | 2014-15                 |                        |                   | 2015-16                 |                        |                   |
|-------------------------------------|-------------------------|------------------------|-------------------|-------------------------|------------------------|-------------------|
|                                     | Quarter 1<br>(Apr- Jun) | Quarter 2<br>(Jul-Sep) | Total Q1 & Q2     | Quarter 1<br>(Apr- Jun) | Quarter 2<br>(Jul-Sep) | Total Q1 & Q2     |
| Refuse Derived Fuel (RDF)           | £55,210                 | £168,940               | £224,150          | £682,390                | £289,335               | £971,725          |
| Landfill                            | £3,575,719              | £3,693,154             | £7,268,872        | £2,858,095              | £3,275,643             | £6,133,738        |
| Freight / Haulage                   | £239,482                | £274,379               | £513,861          | £204,138                | £337,601               | £541,739          |
| <b>Total monthly disposal costs</b> | <b>£3,870,411</b>       | <b>£4,136,473</b>      | <b>£8,006,883</b> | <b>£3,744,623</b>       | <b>£3,902,579</b>      | <b>£7,647,202</b> |

Table 3 -Disposal expenditure 2014/15 and 2015/16

## **Risk, policy, compliance and governance impact**

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- 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**

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- 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**

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- 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**

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- 9.1 The Community Engagement team has supported the implementation of all phases of the new service, and is now focusing on supporting phases 5 and 6. The final phase, phase 6, will see the new service rolled out to difficult to reach properties, for example colonies. It will also include improvements to the existing red and blue box service for city centre residents and the withdrawal of the box service in areas where residents have access to on street recycling services.
- 9.2 For all phases the Community Engagement team has delivered comprehensive targeted communications to residents, briefings for key stakeholders and community groups, attended events, and answered an increased volume of customer enquiries relating to the new service.
- 9.3 The Community Engagement team is further supporting each phase of the rollout with Recycling Advisor visits. The Recycling Advisors have made over 1700 visits to residents in Phase 5 to offer advice and support on how to use the

new service. This is expected to continue until the service has been fully rolled out.

## Background reading/external references

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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](http://www.zerowastefuture.com).

### John Bury

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## Links

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|                                 |  |
|---------------------------------|--|
| <b>Coalition pledges</b>        | <b>P44</b> – Prioritise keeping our streets clean and attractive<br><b>P49</b> – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill<br><b>P50</b> – Meet greenhouse gas targets, including national target of 42% by 2020  |
| <b>Council outcomes</b>         | <b>CO17</b> – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti<br><b>CO18</b> – Green – We reduce the local environmental impact of our consumption and production<br><b>CO19</b> – 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 |
| <b>Single Outcome Agreement</b> | <b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric  |
| <b>Appendices</b>               | N/A  |

# Transport and Environment Committee

10am, Tuesday, 12 January 2015

## Services for Communities Financial Monitoring: 2015/16 – Month 8 position

Item number 8.6  
Report number  
Executive/routine  
Wards

### Executive summary

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The services previously included in the Services for Communities directorate (SfC) are forecasting the following outturn positions against approved 2015/16 revenue and capital budgets:

- General fund revenue budget – balanced; and
- General fund capital budget – £2.4m slippage.

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

### Links

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Coalition pledges [P30](#)  
Council outcomes [CO25](#)  
Single Outcome Agreement [SO4](#)

## Services for Communities Financial Monitoring: 2015/16 – Half Year Position

### Recommendations

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

### Background

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- 2.1 The services previously provided by SfC comprise a diverse range of services and budget management presents significant complexity, challenges and risks. The gross revenue budget for these services is £460m. Taking account of income, the net revenue budget is £133m. The general fund capital allocation for SfC is £86m.
- 2.2 At the half year, the acting director of SfC reported a balanced position for both general fund revenue budgets and £1.6m of slippage against capital budgets. This was after proposing additional savings measures of £1.65m to address pressures in Health and Social Care budgets.
- 2.3 This report provides updated forecasts based on financial performance for the first eight months of the financial year.

### Main report

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#### Revenue Budget

- 3.1 A balanced position continues to be forecast for the services previously comprising SfC, although there are significant pressures and risks.

## Pressures and Risks

3.2 Finance staff have worked closely with service managers to review and re-assess the main pressures and risks in the SfC revenue budget. The most material continue to be:

a Corporate Property Savings Shortfall - £3.7m

The Integrated Property and Facilities Management improvement programme (iPFM) has not delivered the level of savings originally anticipated.

Corporate Property has identified a number of measures to address this pressure, and the shortfall has reduced slightly from the £4.1m reported at the half-year.

b Waste Services Shortfall - £2.7m

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.

c 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.

d 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.

e Temporary Accommodation

Increased demand for temporary accommodation has resulted in additional expenditure on bed and breakfast accommodation. This has created an expenditure pressure of £1m.

## Savings Implementation

3.3 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 Council approved a £1.65m increase to the savings requirement on 17 September 2015 in order to address pressures in Health and Social Care. The implementation of each saving is being tracked and reviewed by Place senior management team on a monthly basis.

- 3.4 Savings are given a red, amber or green status, depending on the level of confidence there is that they will be delivered. At month 8, 74% of savings have a green status, 5% have an amber status and 21% have a red status. The savings with a red status relate to Corporate Property and are included in the pressure described in paragraph 3.2.
- 3.5 It should be noted that £2.4m of savings currently classed as green, have been achieved by mitigating actions, rather than through the original proposals. A list of these savings and mitigating actions is included in Appendix 1.

### 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 £3.1m has been created by reducing budgets across the service on a one-off basis. These measures are being carefully monitored and reported to SfC senior management team alongside SfC's other savings.
- 3.7 The Head of Housing and Regulatory Services has put forward a package of measures to address £1.7m of pressures within the Housing service. The measures include vacancy management, voluntary release, ensuring that recharges to the HRA are correct and acceleration of 16/17 savings.
- 3.8 In addition, there are £2.5m of earmarked balances remaining, which may be used to address shortfalls in Waste and Corporate Property.
- 3.9 Together these measures are insufficient to address all risks in full. In order to achieve a balanced position, the Executive Director of Place continues to review all budgets to determine where pressures may be reduced and additional income may be generated.

### **Capital Investment Programme (CIP)**

- 3.10 The capital monitoring team within Finance has worked closely with project managers to revise forecasts for capital expenditure.
- 3.11 At the half year the Executive Director of Place is projecting £2.4m of slippage against general fund capital budgets. As reported at the half-year, lack of design capacity following a number of resignations has resulted in delays to the carriageways and footways programme and other transport projects. This has contributed to £1.7m of slippage. In addition, the project to replace the cremators at Mortonhall has been combined with roof replacement works. This generates economies of scale and minimises service disruption, but will result in slippage of £0.4m.
- 3.12 In order to reduce the level of slippage, the Executive Director of Place is seeking to accelerate other capital projects, where this is practical. This includes bringing forward school boiler replacements and other essential works within the Asset Management Programme.



## Measures of success

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- 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

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

## Risk, policy, compliance and governance impact

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

## Equalities impact

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

## Sustainability impact

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

## Consultation and engagement

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

## Background reading/external references

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None.

## Paul Lawrence

Executive Director of Place

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## Links

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

## Appendix 2

### Delivery of Approved Savings by Alternative Measures

| Service Area       | Original Proposal                                | Saving<br>£m | Mitigating Action                                   |
|--------------------|--|--------------|---|
| Service-wide       | Reduce expenditure on agency staff               | (0.477)      | Vacancy management pending organisational review    |
| Corporate Property | Corporate Catering service delivery              | (0.192)      | Economies of scale from increase school meal uptake |
| Transport          | Review Taxi Card provision                       | (0.500)      | Vacancy management pending organisational review    |
| Transport          | Review value for money in supported bus services | (0.200)      | Vacancy management pending organisational review    |
| Community Safety   | Develop in-house service for Licensing training  | (0.050)      | Vacancy management pending organisational review    |
| Service-wide       | Share of Council-wide workforce savings          | (0.848)      | Vacancy management pending organisational review    |
| Community Safety   | CCTV Monitoring Rationalisation Combine Services | (0.025)      | Vacancy management pending organisational review    |
| Environment        | Increased enforcement and education              | (0.125)      | Vacancy management pending organisational review    |