

Notice of meeting and agenda

Transport and Environment Committee

10am Tuesday 15 March 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

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

2. Declaration of interests

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

3. Deputations

- 3.1 Merchiston Community Council

4. Minutes

- 4.1 Transport and Environment Committee 12 January 2016 (circulated) - submitted for approval as a correct record

5. Forward planning

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

6. Business bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Delivering Improvements in Waste and Recycling Collection Services – Presentation
- 7.2 Smarter Choices Smarter Places Programme 2016/17 - report by the Executive Director of Place (circulated)
- 7.3 Carbon Literacy Programme for Edinburgh - report by the Chief Executive (circulated)
- 7.4 Transport Governance - report by the Executive Director of Place (circulated)
- 7.5 Edinburgh Street Design Guidance - Carriageway and Footway Renewals Programme - report by the Executive Director of Place (circulated)
- 7.6 Setted Streets - report by the Executive Director of Place (circulated)
- 7.7 9% Budget Commitment to Cycling - report by the Executive Director of Place (circulated)

- 7.8 Delivering the Local Transport Strategy 2014-19: Parking Action Plan - report by the Executive Director of Place (circulated)
- 7.9 Road Additional Capital Investment 2016/17 - report by the Executive Director of Place (circulated)
- 7.10 Car Free Sunday 2016 - report by the Executive Director of Place (circulated)
- 7.11 Review of School Crossing Patrol Service - report by the Executive Director of Place (circulated)
- 7.12 Supported Bus Service Future Network - report by the Executive Director of Place (circulated)
- 7.13 Objections to Traffic Regulation Order TRO 14/15 – Belgrave Place, Edinburgh - report by the Executive Director of Place (circulated)
- 7.14 Objections to Proposed Disabled Bay - Oxfangs Library Car Park (TRO 13/13/49) - report by the Executive Director of Place (circulated)
- 7.15 Objections to Proposed Waiting Restrictions – Kirkgate, Currie (TRO 13/55F) - report by the Executive Director of Place (circulated)
- 7.16 Objections to Proposed Waiting Restrictions – Pentland Drive at Pentland View (TRO 13/55/F) - report by the Executive Director of Place (circulated)
- 7.17 Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt – referral from the Petitions Committee (circulated)

8. Routine decisions

- 8.1 Cleanliness of the City - report by the Executive Director of Place (circulated)
- 8.2 Corporate Performance Framework – Performance to November 2015 - report by the Executive Director of Place (circulated)
- 8.3 Landfill and Recycling - report by the Executive Director of Place (circulated)
- 8.4 Saughton Park and Gardens - Heritage Lottery Fund Delivery Phase Grant Award - report by the Executive Director of Place (circulated)

9. Motions

- 9.1 Roadside emissions testing and air pollution – Motion by Councillor Booth
This committee:
 - 1) Notes with concern figures released on 11 January 2016 following a BBC Scotland investigation into air pollution which found that only 13 of the Scotland's 32 local authorities carry out roadside emissions testing;

- 2) Notes that Edinburgh has powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations of 2003 to carry out roadside emissions testing, but has not used these powers;
- 3) Notes that Glasgow Council uses these powers and has tested 2,926 vehicles in 2014-15 and that Dundee Council has applied to the Scottish Government £0.5m fund for to undertake roadside emissions testing but that Edinburgh has not applied for this fund;
- 4) Notes that the last report on air quality in Edinburgh, published by the council in August 2015, found that Edinburgh breached statutory air quality standards for annual mean concentration of NO₂ at 20 locations across the city.
- 5) Believes there is significant evidence linking poor air quality with ill health;
- 6) Believes the council should take a consistent approach to tackling air pollution, including to the air pollution impacts of new planning or development proposals;
- 7) Therefore agrees to receive an urgent report at the next meeting of the Transport and Environment Committee which:
 - a. reviews action taken by the council to tackle air pollution to date;
 - b. reviews why no funding applications have been made by the council to the Scottish Government to undertake roadside emissions testing under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations of 2003 and sets out the costs and benefits of undertaking such testing; and
 - c. sets out options for additional action to ensure the city complies with statutory air quality standards.

9.2 Urban Gulls – Motion by Councillor McInnes

This committee:

Notes continuing concern amongst residents in and around tenement areas over the increasing and invasive urban gull population.

Notes that the council has in the past acknowledged that there is an issue and, following a campaign by Merchiston Community Council, agreed to carry out a pilot de-nesting service in 2012.

Notes that the pilot - which involved just two operatives on six days between April to June - was seen to yield positive benefits but was not continued because of a budgetary decision.

Agrees a similar pilot is carried out in North Merchiston in this calendar year but this time allowing for a transparent and accurate budgetary analysis of the costs.

Agrees to set up a working group of officials, local residents and local members to formulate a multi-agency approach to tackling the gulls problem in Edinburgh.

Kirsty-Louise Campbell

Interim Head of Strategy and Insight

Committee Members

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

The Transport and Environment Committee consists of 15 Councillors and is appointed by the City of Edinburgh Council. The Transport and Environment Committee usually meets every eight weeks.

The Transport and Environment Committee usually meets in the Dean of Guild Court Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Stuart McLean or Aileen McGregor, Committee Services, Strategy and Insight, City of Edinburgh Council, Waverley Court, Business Centre 2.1, 4 East Market Street, Edinburgh EH8 8BG Tel 0131 529 4106 / 0131 529 4325, email: stuart.mclean@edinburgh.gov.uk / 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 .

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

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Transport and Environment Committee

10.00 am, Tuesday, 12 January 2016

Present:

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

1. Deputation: Leithers Don't Litter

Zsuzska and Gerry Farrell from Leithers Don't Litter project attended the meeting to highlight the work that the project had taken forward to clean up the Leith area with the aim of making it a litter-free zone. Of particular concern to Zsuzska and Gerry were the instances of dog fouling in Leith, not only the negative image gives an area but the health risks it poses.

Decision

- 1) The Convener thanked the deputation for their presentation and invited them to remain for the rest of the meeting.
- 2) To note the presentation.
- 3) To thank those involved in the Leithers Don't Litter project and the wider community for their work.

2. Deputation: Brightons and Rosefield Residents' Association, Portobello Amenity Society and Portobello Heritage Trust

The Committee agreed to hear a deputation from Vic Michel and Judith Read on behalf of Brighton and Rosefield Residents' Association in relation to a report by the Executive Director of Place on the Road, Footway and Bridges Capital Investment Programme for 2016/17.

Vic and Judith requested that the Committee agreed to the reconstruction of Brighton Place with a setted surface in line with council policy for a conservation area. They advised that Brighton Place was a main gateway to Portobello and that the setted surface provided a sense identify for the area.

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Executive Director of Place at item 3 below.

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

Approval was sought for the allocation of the Road, Footway, Street Lighting, Bridges and Flood Prevention Capital budgets and programme of work for 2016/17.

Motion

- 1) To approve the allocation of the capital budget for 2016/17 shown in Appendix A to the report.
 - 2) To approve the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendices C and D.
 - 3) To approve the programme of proposed bridge works for 2016/17, as detailed in section three of this report, and in Appendix H.
 - 4) To agree to the asphalt reconstruction (Option 2: removing setts) at Brighton Place.
 - 5) To request a further report to the Transport and Environment Committee in March 2016 with regard to the re-allocation of resources as a result of the proposed introduction of asphalt reconstruction (Option 2: removing setts) at Brighton Place.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To approve the allocation of the capital budget for 2016/17 shown in Appendix A; with the exception of the work stream for Cycling Allocation. Instructs a report to be brought back in one cycle detailing how this would be subsumed into the Carriageways and Footways work stream to best benefit all carriageway and footway users.
 - 2) To approve the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendices C and D.
 - 3) To approve the programme of proposed bridge works for 2016/17, as detailed in section three of this report, and in Appendix H.
- moved by Councillor Cook, seconded by Councillor Mowat

Voting

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

Decision

- 1) To approve the allocation of the capital budget for 2016/17 shown in Appendix A to the report.
- 2) To approve the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendices C and D.

- 3) To approve the programme of proposed bridge works for 2016/17, as detailed in section three of this report, and in Appendix H.
- 4) To agree to the asphalt reconstruction (Option 2: removing setts) at Brighton Place.
- 5) To request a further report to the Transport and Environment Committee in March 2016 with regard to the re-allocation of resources as a result of the proposed introduction of asphalt reconstruction (Option 2: removing setts) at Brighton Place.

(References – Minute of Transport and Environment Committee 27 October 2015 (item 13); report by the Executive Director of Place, submitted)

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 27 October 2015, as a correct record.

5. Key Decisions Forward Plan

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

Decision

To note the Key Decisions Forward Plan for March 2016 to June 2016.

(Reference – Key Decisions Forward Plan, submitted)

6. Rolling Actions Log

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

The Transport and Environment Committee Rolling Actions Log updated to 12 January 2016 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 3, 4, 9, 10, 13, 15, 18 and 28.
- 3) To note the expected completion date for rolling actions 14, 21, 23, 25, 27, 29, 30, 31, 32 and 35 had been revised.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 12 January 2016, submitted)

7. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for 12 January 2016 was presented.

Decision

To note the Transport and Environment Committee Business Bulletin.

(Reference - Business Bulletin – 12 January 2016, submitted)

8. Water of Leith Conservation Trust – Third Sector Organisation Grant Award 2016/17

Committee approval was sought for a third sector organisation award to the Water of Leith Conservation Trust (WOLCT) of £25,175 for 2016/2017.

Decision

- 1) To approve the 2016/2017 third sector organisation award to the Water of Leith Conservation Trust.
- 2) To agree that an overall reduction from 2014/2015 levels of 10% be applied and be spread over 2016/2017 and 2017/2018.
- 3) To note that the award for 2016/2017 would be £25,175.
- 4) To note 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.
- 5) To agree that discussions would be held with the Trust to identify likely funding and service levels over the three year period from 2018/19 onwards.

(References – Minute of Transport and Environment Committee 17 March 2015 (item 22); report by the Acting Director of services for Communities, submitted)

9. Enforcement of Fixed Penalty Notices for Littering and Fly Tipping

A report summarising the outcome of discussions held with the Procurator Fiscal regarding the enforcement of Fixed Penalty Notice (FPN) amounts for both littering and fly tipping was submitted.

Decision

- 1) To note the content of the report.
- 2) To discharge 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.

(References – Minute of Transport and Environment Committee 2 June 2015 (item 27); report by the Acting Director of Services for Communities, submitted)

9. Attitudes to Recycling – Presentation

Lesley Sugden, Waste Strategy Manager, introduced the New Kerbside Recycling Service, the phased approach in which it was introduced and performance statistics. The new service had been introduced to improve participation rates and to make the service more user friendly.

The new service had introduced same day collections, smaller landfill bins and new recycling bins. The number of people participating in presenting their bins had been 30%; the new service had increased this to over 70% participation. Previously, 1.8 kilos of recycling had been presented per household, under the new service this had increased to 4 kilos; food waste recycling had also increased by over 50%.

Decision

- 1) To note the content of the presentation.
- 2) Officers to feedback comments received regarding the readability of the calendar to the Design Team for their attention.
- 3) To request that a members briefing be provided in respect of the reporting systems outlined within the presentation
- 4) To note the thanks of the Committee to the Officers involved in providing the recycling service.

(References – presentation by the Executive Director of Place)

10. 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

A pilot of on-street electric vehicle charging, in partnership with Transport Scotland, had been undertaken. Details of the pilot scheme in the Marchmont and Sciennes Community Council area were provided.

Decision

- 1) To note the outcome of the public consultation in the Marchmont and Sciennes Community Council area on the potential locations of charging points.
- 2) To authorise the installation of on-street electric vehicle charging points as a pilot scheme in the Marchmont and Sciennes Community Council area.
- 3) To approve the commencement of 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 would be subject to further consultation.

(References – Transport and Environment Committee 17 March 2015 (item 13); report by the Executive Director of Place, submitted)

11. Pedestrian Crossing Upgrade – Marchmont Road

Public consultation had been undertaken regarding the proposed upgrading of the pedestrian crossing on Marchmont Road. A summary of the consultation was provided.

Decision

- 1) To approve the construction of the proposed puffin crossing at Marchmont Road.
- 2) To note the results of the public consultation.
- 3) To set aside the representations to allow construction to progress.

(Reference – report by the Executive Director of Place, submitted)

12. Active Travel Action Plan Review 2016

A report summarising the progress made in relation to targets and actions associated with the Active Travel Action Plan (ATAP) was submitted for consideration.

Motion

- 1) To note the progress to date on outstanding actions.
- 2) To note the results of the consultation on prioritising actions in Appendix 1.
- 3) To approve the revised Active Travel Action Plan (ATAP) document including the revised action list and timescales in appendix 2 and the revised QuietRoutes map in Appendix 3.
- 4) To discharge 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.
- 5) To include reference to the segregation of cycling where appropriate.
 - moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the progress to date on outstanding actions.
- 2) To note the results of the consultation on prioritising actions in Appendix 1.
- 3) To approve the revised Active Travel Action Plan (ATAP) document including the revised action list and timescales in appendix 2 and the revised QuietRoutes map in Appendix 3; subject to removal of Action No J4 Rollout of 20mph speed limits across Edinburgh.
- 4) To discharge 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.
 - moved by Councillor Cook, seconded by Councillor Jackson

Voting

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

Decision

- 1) To note the progress to date on outstanding actions.
- 2) To note the results of the consultation on prioritising actions in Appendix 1.
- 3) To approve the revised Active Travel Action Plan (ATAP) document including the revised action list and timescales in appendix 2 and the revised QuietRoutes map in Appendix 3.
- 4) To discharge 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.
- 5) To include reference to the segregation of cycling where appropriate.

(References – Minute of Transport and Environment Committee 2 June 2015 (item 33); report by the Executive Director of Place, submitted)

13. Transport for Edinburgh – Developing a Strategic Plan

The Committee was asked to note that the Transport for Edinburgh Strategic Plan, setting the strategic direction and outcomes for the company and its subsidiary companies, Lothian Buses and Edinburgh Tram, would be reported to Committee later this year.

Decision

- 1) To note the content of the report by the Executive Director of Place.
- 2) To note that the Transport for Edinburgh Strategic Plan would be reported to Committee later this year.

Declaration of Interest

Councillor Hinds declared a non-financial interest in the above item as a Chair and member of Transport for Edinburgh Board.

Councillor McVey declared a non-financial interest in the above item as a Member of Transport for Edinburgh Board.

Councillor Mowat declared a non-financial interest in the above item as a Member of Transport for Edinburgh Board.

Councillor Bagshaw declared a non-financial interest in the above item as a Member of Transport for Edinburgh Board.

(References – Act of Council No 11 of 10 December 2015; report by the Executive Director of Place, submitted.)

14. Public Utility Company Performance 2015/16 – Quarter 2 (July, August, September 2015)

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

Decision

To note the report and the arrangements for securing an improved level of performance from all Public Utilities.

(Reference – Minute of the Transport and Environment Committee, 18 June 2012 (item 17); report by the Executive Director of Place, submitted.)

15. School Streets Phase 2 - Experimental Traffic Regulation Order

Details were provided of a proposed TRO for three schools participating in Phase 2 of the school streets pilot.

Decision

- 1) To note the responses to the objections and the steps that had been taken to address those objections.
- 2) To note that Bonaly Primary School no longer wished to proceed with the school streets pilot and Committee agreed that restrictions contained in ETRO/15/45 relating to this school would not proceed.
- 3) To agree to set aside the remaining objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections would be further considered should Committee decide to promote a permanent Order.
- 4) To agree to make the Order for the remaining three schemes, Clermiston, St Peter's RC and Towerbank, as advertised.
- 5) To agree the proposal for implementation of the approved Phase 2 schools in March 2016.
- 6) To note that schools not proceeding in Phase 2 would be invited to participate in School Streets should there be a wider roll-out of the project after the pilot ends.

(References – Minute of Transport and Environment Committee 2 June 2015 (item 17); report by the Executive Director of Place, submitted)

16. Objection to Proposed Amendments to Residents' Mews Parking Eligibility within the CPZ – Edinburgh

Details were provided of a proposed amendment to the residents' permit scheme, ensuring that permit eligibility corresponds with current policy and practice.

Decision

- 1) To note the representations received.
- 2) To set aside the one unresolved objection and proceed to make the Traffic Regulation Order as advertised.

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

17. Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit - Various Road, Edinburgh

A report summarising the progress made in relation to targets and actions associated with the Active Travel Action Plan (ATAP) was submitted for consideration.

Motion

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

- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the objections received to the advertised Traffic Regulation Order.
- 2) To uphold the objections and agree not to give approval of the Traffic Regulation Order as advertised.
- 3) Does so due to concern surrounding:
 - Potential for increase in congestion and pollution
 - The negative impact of a 'blanket' approach -diluting effectiveness of areas which genuinely benefit from 20mph
 - Cost of the project
 - Potential increase in journey times
- 4) To note the most recent opinion polling conducted by the Edinburgh Evening News demonstrating that 64% of Edinburgh residents oppose the plans as presented (sample size 1,406).

- moved by Councillor Cook, seconded by Councillor Jackson

Voting

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

Decision

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

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

18. Leith Programme - Objections to Traffic Regulation Order and Redetermination Order - Leith Walk (McDonald Road to Pilrig Street)

Details were provided of a proposed TRO and Redetermination Order for Phase 4 of the Leith Programme which would involve the section of Leith Walk between Brunswick Street and Iona Street.

Decision

- 1) To note the objections received to the advertised Traffic Regulation Order and Redetermination Order and the Council's comments in response.
- 2) To approve the proposed changes to the advertised Traffic Regulation Order detailed in this report, relating to parking and loading restrictions in Pilrig Street.
- 3) To set aside the objections received to the Traffic Regulation Order.
- 4) To instruct officials to refer the objections to the Redetermination Order to Scottish Ministers.

(References – Minute of the Transport and Environment Committee 19 March 2013 (item 14); report by Director of Services for Communities, submitted)

19. Green Flag Award and Park Quality Assessment Report

The City of Edinburgh Council had 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.

Decision

- 1) To note the content of the report and to recognise the value that parks play in making Edinburgh an attractive, vibrant and sustainable city.
- 2) To note the Committee's thanks to the various Groups that had been involved in maintaining and improving the Council's greenspace estate.

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

20. Annual Review of Major Events in Parks

The results of the Annual Review of Major Events in Parks 2014/2015 were submitted.

Decision

- 1) To note the content of the Acting Director of Services for Communities report.

- 2) To agree to consult with local community groups and other stakeholders on proposals to extend the open procurement process, on the dates specified (during which events are currently held) as detailed in paragraph 3.28 in the report by the Acting Director of Services for Communities.
- 3) To agree to receive a further report on the outcome of the consultation with a view to any new arrangements coming into force in 2017.

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

21. Chalara ash dieback, Dutch elm disease and new disease threats to city trees Edinburgh

Approval was sought for the continuation of the programme to control Dutch elm disease and that measures to deal with Chalara ash dieback and other tree diseases should also be introduced.

Decision

- 1) To note the threats posed by tree diseases and pests in Edinburgh and that a further report on tree disease threats would be prepared in 12 months, or sooner, should this be required.
- 2) To note the response to the confirmation and outbreak of Chalara ash dieback disease in Edinburgh.
- 3) To note the continuing response to Dutch elm disease in Edinburgh
- 4) To note 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.

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

22. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in September 2015, was detailed.

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.

Decision

To note the contents of the report by the Executive Director of Place.

(References – report by the Executive Director of Place, submitted)

23. Landfill and Recycling

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 October 2015

Decision

To note the contents of the report by the Executive Director of Place.

(References – report by the Executive Director of Place, submitted)

24. Services for Communities Financial Monitoring: 2015/16 - Month 8 position

A forecast of the outturn position for Services for Communities against its approved 2015/16 revenue and capital budgets was provided.

Decision

To note the financial position of the Services for Communities (SfC) account and the actions underway to manage pressures.

(References – by the Executive Director of Place, submitted)

25. Roadside emissions testing and air pollution – Motion by Councillor Booth

The following emergency motion by Councillor Booth, seconded by Councillor Bagshaw was submitted in terms of Standing Order 16.2.

This committee:

- 1) Notes with concern figures released on 11 January 2016 following a BBC Scotland investigation into air pollution which found that only 13 of the Scotland's 32 local authorities carry out roadside emissions testing;
- 2) Notes that Edinburgh has powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations of 2003 to carry out roadside emissions testing, but has not used these powers;
- 3) Notes that Glasgow Council uses these powers and has tested 2,926 vehicles in 2014-15 and that Dundee Council has applied to the Scottish Government £0.5m fund for to undertake roadside emissions testing but that Edinburgh has not applied for this fund;
- 4) Notes that the last report on air quality in Edinburgh, published by the council in August 2015, found that Edinburgh breached statutory air quality standards for annual mean concentration of NO₂ at 20 locations across the city.
- 5) Believes there is significant evidence linking poor air quality with ill health;
- 6) Believes the council should take a consistent approach to tackling air pollution, including to the air pollution impacts of new planning or development proposals;
- 7) Therefore agrees to receive an urgent report at the next meeting of the Transport and Environment Committee which:
 - a. reviews action taken by the council to tackle air pollution to date;
 - b. reviews why no funding applications have been made by the council to the Scottish Government to undertake roadside emissions testing under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations of 2003 and sets out the costs and benefits of undertaking such testing; and
 - c. sets out options for additional action to ensure the city complies with statutory air quality standards

Decision

To consider the motion at the next meeting of the Transport and Environment Committee (15 March 2016).

Key decisions forward plan

Item 5.1

Transport and Environment Committee June 2016

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
1	Review of Tables and Chairs Summer Festival Trial in George Street	7 June 2016	City Centre	Executive Director of Place Lead Officer: Iain MacPhail, Project Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	
2	George Street Experimental Traffic Regulation Order Mid Year Review	7 June 2016	City Centre	Executive Director of Place Lead Officer: Iain MacPhail, Project Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	
3	Young Street Experimental Traffic Regulation Order	7 June 2016	City Centre	Executive Director of Place Lead Officer: Iain MacPhail, Project Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	
4	Performance report: Apr - Sept	7 June 2016	All Wards	Chief Executive Lead Officer: Jo McStay, Corporate Manager 0131 529 7950 jo.mcstay@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
				Chief Executive Lead Officer: Gosia Szymczak, Senior Business Intelligence Officer 0131 529 5083 gosia.szymczak@edinburgh.gov.uk	
5	Resilient Edinburgh – Climate Change Framework 2014-2020 - progress report	7 June 2016	All Wards	Chief Executive Lead Officer: James Garry, Corporate Policy & Strategy Officer 0131 469 3578 james.garry@edinburgh.gov.uk	
6	Public Utilities Q4	7 June 2016	All Wards	Executive Director of Place Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk	
7	Landfill and Recycling	7 June 2016	All Wards	Executive Director of Place Lead Officer: Gareth Barwell, Waste & Fleet Manager 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
8	Cleanliness of the City	7 June 2016	All Wards	Executive Director of Place Lead Officer: Gareth Barwell, Waste & Fleet Manager 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
9	Forth Estuary – Local Flood Risk Management	7 June 2016	Forth	Executive Director of Place Lead Officer: Tom Dougall,	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
	Plan			Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	
10	A71 at Dalmahoy - Introduction and Funding of Traffic Signals	7 June 2016	Pentland Hills	Executive Director of Place Lead Officer: Iain Peat , Professional Officer 0131 469 3316 iain.peat@edinburgh.gov.uk	
11	Signage and Branding (Leith Programme - Consultation and Design)	7 June 2016	Leith/Leith Walk	Executive Director of Place Lead Officer: Ian Buchanan, Neighbourhood Manager 0131 529 7524 ian.buchanan@edinburgh.gov.uk	
12	Public Utilities Company Performance 2015/16 Quarter 3 (Oct, Nov, Dec 2015)	7 June 2016	All Wards	Executive Director of Place Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk	
13	Post Tram City Centre Review - West End	7 June 2016	All Wards	Executive Director of Place Lead Officer: Alasdair Sim, Interim Tram Director 0131 338 5848 alasdair.sim@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
14	STARS Sustainable Transport Accreditation and Recognition for Schools - Update and Future Proposals	7 June 2016	All Wards	Executive Director of Place Lead Officer: Caroline Burwell, Road Safety Manager 0131 469 3668 caroline.burwell@edinburgh.gov.uk	
15	Proposed Waiting Restriction, Traffic Regulation Order TRO/15/08, Main Street Ratho	7 June 2016	Pentland Hills	Executive Director of Place Lead Officer: Andrew McBride, Development Control Manger 0131 529 3523 andrew.mcbride@edinburgh.gov.uk	
16	Leith Programme - Update on Objections to Redetermination Order (Brunswick Street to Iona Street) - RSO/15/23	7 June 2016	Leith/Leith Walk	Executive Director of Place Lead Officer: Andrew Easson, Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	
17	Objection to Traffic Regulation order TRO/14/64 Braid Hills Drive, Edinburgh - Proposed Speed Limit Reduction 50mph to 40mph	7 June 2016	Meadows/Morningside	Executive Director of Place Lead Officer: Gary Patton, Senior Professional Officer 0131 469 3674 gary.patton@edinburgh.gov.uk	
18	Updated Pedestrian Crossing Prioritisation 2016/17	7 June 2016	Leith/Leith Walk	Executive Director of Place Lead Officer: Gary Patton, Senior Professional Officer 0131 469 3674 gary.patton@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
19	Secure On-Street Cycle Parking	7 June 2016	All Wards	Executive Director of Place Lead Officer: Allan Tinto, Transport Officer (Cycling) 0131 469 3778 allan.tinto@edinburgh.gov.uk	
20	Transport for Edinburgh Strategic Plan	7 June 2016	All Wards	Executive Director of Place Lead Officer: Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	

Transport and Environment Committee

14 March 2016

N o	Date	Report Title	Action	Action Owner	Expected completi on date	Actual completi on date	Comments
1	12 January 2016	Annual Review of Major Events in Parks	To agree to receive a further report on the outcome of the consultation with a view to any new arrangements coming into force in 2017.	Executive Director of Place Lead Officer: David Jamieson, Parks and Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	2017		
2	12 January 2016	Transport for Edinburgh – Developing a Strategic Plan	To note that the Transport for Edinburgh Strategic Plan would be reported to Committee later this year.	Executive Director of Place Lead Officer: Ewan Kennedy, Policy & Planning Manager 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	October 2016		
3	12 January 2016	Road, Footway and Bridges Investment – Capital Programme for 2016/17	To request a further report to the Transport and Environment Committee in March 2016 with regard to the re-allocation of resources as a result of decision to introduce asphalt reconstruction (Option 2: removing setts) at Brighton Place.	Executive Director of Place Lead Officer: Sean Gilchrist, Roads Renewal Manager 0131 529 3765 Sean.Gilchrist@Edinburgh.gov.uk	15 March 2016		Please see Item 7. 6 - ' Setted Streets '

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
4	27 October 2015	Carbon Literacy – Motion by Councillor Hinds	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 Lead Officer: Jenny Fausset, Senior Policy Officer 0131 469 3538 jenny.fausset@edinburgh.gov.uk	15 March 2016		Please see Item 7. 3 ‘ Carbon Literacy Programme for Edinburgh ’
5	27 October 2015	Weed Control and Use of Glyphosate – Motion by Councillor Booth	To report to committee within twelve months with options and costs of alternative weed control methods.	Executive Director of Place Lead Officer: John Bury, Head of Planning and Transport 0131 529 3494 john.bury@edinburgh.gov.uk	October 2016		
6	27 October 2015	Assessing Supported Bus Services: Further Report	To note that there would be a further report to Transport and Environment Committee on 15 March 2016.	Executive Director of Place Lead Officer: Chris Day, Project Officer 0131 469 3568 Chris.Day@edinburgh.gov.uk	15 March 2016		Please see Item 7. 12 ‘ Supported Bus Service Future Network ’
7	27 October 2015	Public Utility Company Performance 2015/16 Quarter 1 (April, May, June 2015)	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 Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk.	7 June 2016		
8	27 October 2015	Policies - Assurance Statement	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	Executive Director of Place Lead Officer: John Bury, Head of Transport and Planning 0131 529 3494	1 November 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			fees of presentation seats.	john.bury@edinburgh.gov.uk Executive Director of Place Lead Officer: David Lyon, Head of Service of Environment 0131 529 7047 david.lyon@edinburgh.gov.uk			
9	27 October 2015	Update on the Street Scene Project	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 Lead Officer: Karen Reeves, Open Space Strategy Manager 0131 469 5196 karen.reeves@edinburgh.gov.uk Executive Director of Place Robert Turner, Open Space Strategy Senior Project Officer 0131 529 4595 robert.turner@edinburgh.gov.uk	October 2016		
10	25 August 2015	Edinburgh Street Design Guidance	To note that part C of the Guidance made up of detailed factsheets would be developed and reported to future meetings of the Committee.	Executive Director of Place Lead Officer: Nazan Kocak, Professional Officer 0131 469 3788 Nazan.kocak@edinburgh.gov.uk	January 2017		
11	25 August 2015	Edinburgh Street Design Guidance	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	Executive Director of Place Lead Officer: Nazan Kocak, Professional Officer 0131 469 3788 Nazan.kocak@edinburgh.gov.uk	January 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			drafting changes to the guidance as presented with the report (see para 3.8)				
12	25 August 2015	Edinburgh Conscientious Objectors Memorial Petition referral from the Petitions Committee	To note the agreement that officers would report on the outcome of discussions with the principal petitioner.	Executive Director of Place Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	7 June 2016		Expected completion date revised to 7 June 2016 from 12 January 2016
13	2 June 2015	Seafeld Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan	In light of the above, and recognising that local residents interests at present are not best served by the legislation and/or regulation currently in place, to instruct the Acting Director of Services for communities to engage with the relevant Authorities with a view to reviewing and strengthening the existing Code of Practise and report back to Committee on the outcome.	Executive Director of Place Lead Officer: Susan Mooney, Head of Housing & Regulatory Services 0131 529 7587 susan.mooney@edinburgh.gov.uk Andrew Mitchell, Community Safety Senior Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk Alan Moonie, Team Manager, Planning Service 0131 529 3909 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 – Lead Officer from Scottish Government met with the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							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 representatives and officers.
14	2 June 2015	Seafeld Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement	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	Executive Director of Place Lead Officer: Natalie McKail, Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager 0131 529 7300 Natalie.mckail@edinburgh.gov.uk	07 June 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Plan	investigations into any major odour incidents	Colin Sibbald, Food, Health and Safety Manager 0131 469 5924 Colin.sibbald@edinburgh.gov.uk Alan Moonie, Team Manager, Planning Service 0131 529 3909 Alan.moonie@edinburgh.gov.uk			
15	2 June 2015	MyParkScotland – Innovative Funding for Edinburgh's Parks	To agree to receive an update in 12 months time.	Executive Director of Place Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	12 June 2016		
16	2 June 2015	City Centre Public Spaces Manifesto Update	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 Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	October 2016		
17	2 June 2015	Review of Tables and Chairs Summer Festival Trial in George Street	To agree to consult further with key stakeholders in the New Town and Old Town Community Council areas of the city centre, on the impact on residential amenity that could arise from any extension of the operating hours of the current tables and chairs permit system	Executive Director of Place Lead Officer: Anna Herriman Partnership & Information Manager/ 0131 429 3853 anna.herriman@edinburgh.gov.uk	7 June 2016		Expected completion date revised from 12 January 2016 Update: Expected completion date revised from 15

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and to receive a report on the outcome of the consultation.				March 2016
18	2 June 2015	Bus Lane Network Review – Objection to the Experimental Traffic Regulation Orders	To note that the results of the trials would be reported to the Committee in Autumn 2016	Executive Director of Place Lead Officer: Len Vallance, Senior Professional Officer, Projects Development 0131 469 3629 len.vallance@edinburgh.gov.uk	October 2016		
19	17 March 2015	George Street Experimental traffic Regulation Order Mid Year review	To agree to accept a further report on the outcomes of the Experimental Traffic Regulation Order (ETRO) trial, design options for the long-term layout of the street and a summary of the research outcomes in November 2015.	Executive Director of Place: Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	7 June 2016		Expected completion date revised from 12 January 2016 Update: Expected completion date revised from 15 March 2016
20	17 March 2015	A71 Dalmahoy Junction Options Report	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	Executive Director of Place Lead Officer: Iain Peat, Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk	7 June 2016		Update: Expected completion date revised from 15 March 2016

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			funding, in the first quarter of next year.				
21	17 March 2015	Travel Discount Cards for Young Carers – Motion by Councillor Hinds	The Acting Director of Services for Communities to explore options with Lothian Buses concerning the purchase of Discount Cards (with 100 journeys) for Young Carers (16-18 years old) and how these could best be distributed to Young Carers.	Executive Director of Place Lead Officer: David Lyon, Head of Service - Transport 0131 529 7047 david.lyon@edinburgh.gov.uk			Discussions have taken place between Lothian Buses and H&SC. If required, a report will be submitted to a future meeting of the committee. Expected completion date revised from 12 January 2016 Update: This will now be incorporated into a wider 'carer' agenda and will be reported to Health, Social Care and Housing Committee.
22	13 January	Updated Pedestrian	To carry out a PV2assessment of the 62 signalised junctions without	Executive Director of Place Lead Officer: Stacey Skelton,	15 March		Update: Expected

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2015	Crossing Prioritisation 2014/15	full pedestrian crossing facilities and to receive the results of the assessment, in the annual report on Pedestrian Crossing Prioritisation in late 2015.	Transport Officer 0131 469 3558 stacey.skelton@edinburgh.gov.uk	2016		completion date revised to 7 June 2016.
23	13 January 2015	Young Street Experimental Traffic Regulation Order	A report to be brought to Committee in December 2015 analysing the trial's impact and making further recommendations based on the research outcomes	Executive Director of Place Lead Officer: Anna Herriman Partnership & Information Manager/ 0131 429 3853 anna.herriman@edinburgh.gov.uk	7 June 2016		Expected completion date revised from 12 January 2016 Update: Expected completion date revised from 15 March 2016
24	13 January 2015	EU Mayors Adapt	To note a climate change adaptation action plan will be developed and presented to Committee for consideration in Winter 2015.	Chief Executive Lead Officers: James Garry & Fiona Macleod 0131 469 3578/469 3513 james.garry@edinburgh.gov.uk / fiona.macleod@edinburgh.gov.uk	15 March 2016		Expected completion date revised from 12 January 2016 Update: Expected completion date revised to 7 June 2016.
25	13 January 2015	Attitudes to Recycling	To agree for an updated communications and engagement strategy to be brought to Committee in Autumn 2015.	Executive Director of Place Lead Officer: Ryan McEwan, Community Engagement Manager 0131 469 5443 ryan.mcewan@edinburgh.gov.uk	7 June 2016		Expected completion date revised to 7 June 2016 from 12 January

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							2016.
26	28 October 2014	Resilient Edinburgh - Climate Change Framework 2014-2020	To note an action plan will be developed and presented to Committee for consideration in Winter 2015.	Chief Executive Lead officer: James Garry, Corporate Policy and Strategy Officer & Fiona Macleod, Corporate Policy and Strategy Officer 0131 469 3578/0131 469 3513 james.garry@edinburgh.gov.uk fiona.macleod@edinburgh.gov.uk	15 March 2016		Expected completion date revised from 12 January 2016 Update: Expected completion date revised to 7 June 2016
27	28 October 2014	Water of Leith Basin	To instruct the Acting Director of Services for Communities to submit to the Transport and Environment Committee update reports as appropriate during 2013 as each phase of the project progresses'.	Executive Director of Place Lead officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	7 June		The progression of the siltation study has been delayed. The study is linked to the Integrated Catchment Study (ICS) which is being progressed in partnership, but is behind programme. There has also been an issue in appointing the same consultant to do both pieces of work,

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							<p>and it is now anticipated that approval to award a contract will be sought at the F&R Committee on 14 January 2016.</p> <p>Expected completion date revised from 12 January 2016</p> <p>Update: The tender documents for this project have now been prepared and are with Procurement awaiting approval and issue. It is intended to report to F&R in May 2016 seeking to</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							<p>appoint a consultant to undertake this work.</p> <p>Expected completion date revised to 7 June 2016</p>
28	26 August 2014	Post Tram City Centre Review – West End	To investigate options to introduce a right turn from Queen Street westbound into Queen Street Gardens East.	Executive Director of Place Lead Officer: Alasdair Sim, Interface Manager 0131 529 6165 alasdair.sim@edinburgh.gov.uk	15 March 2016		<p>Update: This will now be considered at the Future Transport Working Group.</p>
29	04 June 2013	Public Realm Strategy Annual Review 2012-13	To agree to a review of the Public Realm Strategy.	Executive Director of Place Lead Officer: Karen Stevenson, Senior Planning Officer 0131 469 3659 karen.stevenson@edinburgh.gov.uk	January 2017		<p>Review of the Public Realm Strategy. To be aligned with the Edinburgh Street Design Guidance and the Public Spaces manifesto in 2016.</p> <p>Expected completion date revised from 27</p>



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
30	19 March 2013	(Signage and Branding) Leith Programme – Consultation and Design	To agree that officers hold discussions with relevant stakeholders on signage and branding and report back to a future Transport and Environment Committee.	Executive Director of Place Lead Officer: Ian Buchanan, City Centre & Leith Neighbourhood Manager (operations) 0131 529 7524 ian.buchanan@edinburgh.gov.uk	7 June 2016.		October 2015. Expected completion date revised from 12 January 2016 to 7 June 2016. Please note: This is not a Leith Programme specific action as it covers all of Leith.
32	15 January 2013	Automated Recycling Points	To provide a further report once the findings of the Zero Waste Scotland pilot became known.	Executive Director of Place Lead Officer: Angus Murdoch, Strategy and Recycling Officer 0131 469 5427 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 aforementioned reports is to be confirmed.

Transport and Environment Committee

10 am Tuesday 15 March 2016

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="167 436 414 515">Convener Cllr Lesley Hinds</p>  <p data-bbox="167 902 422 981">Vice- Convener Cllr Adam McVey</p> 	<p data-bbox="598 421 1018 987">Councillor Robert Aldridge Councillor Nigel Bagshaw Councillor Gavin Barrie Councillor Chas Booth Councillor Steve Cardownie Councillor Nick Cook Councillor Marion Donaldson Councillor Karen Doran Councillor Nick Gardner Councillor Bill Henderson Councillor Allan Jackson Councillor Karen Keil Councillor Mark McInnes</p>	<p data-bbox="1088 421 1361 539">Marie Craig Business Manager ☎ 0131 529 7739</p> <p data-bbox="1088 584 1361 703">Carolyn Nickels Business Manager ☎ 0131 529 6725</p> <p data-bbox="1088 748 1378 866">Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news	Background
<p>Community Policing Service Level Agreement (SLA); Performance Update</p> <p>The Police and Fire Scrutiny Committee on 4 December 2015 considered an update on the joint working activities and detailed performance carried out under the service level agreement with Police Scotland from August to September 2015.</p> <p>The Committee agreed to note the content of the report and agreed that future reports would include information on absence levels broken down into annual leave, court appearances and sickness.</p> <p>The report was referred to the Health, Social Care and Housing Committee, the Transport and Environment Committee and the Community Safety Sub-Groups of the Neighbourhood Partnerships for information.</p>	<p><u>For further information:</u></p> <p>Kirsty Morrison, Community Safety Strategic Manager 0131 529 7266 Kirsty.Morrison@edinburgh.gov.uk</p>

Forthcoming Activities:

None

Recent news	Background
<p>Street Scene Update</p> <p>In October 2014 Council approved a new city-wide policy to minimise trade waste stored or presented for collection on public space by introducing a timed window collection approach. Phase 1 of the roll-out of the policy, the Street Scene Project, commenced in the City Centre in April 2015 and was successfully completed on time at the end of September 2015.</p> <p>Phase 2 (wards out with the city centre) started in October 2015 and to date (11 January 2016) the new trade waste policy has been implemented in Wards 11, 12, 13, 14 and 15. Work starts this week in Ward 10. The project is running on time and due to be completed by June 2016. A reduction of 80% of trade waste bins permanently stored on public land is expected.</p> <p>As well as making Edinburgh a cleaner, greener and safer city, in line with the Councils five-year strategic plan, the Street Scene project also serves to focus business owners attention on the waste they produce and how they dispose of it. This has helped to contribute to an increase in recycling of commercial waste across the city centre as reported by the 17 waste carriers operating in Edinburgh.</p>	<p><u>For further information:</u></p> <p>Karen Reeves, Open Space Strategy Manager 0131 469 5196 karen.reeves@edinburgh.gov.uk</p>

Forthcoming Activities:

None

Recent news

Conference / Civic Feedback

Councillor Steve Burgess attended the 'Beyond Paris – Climate Change, Systems Change and the Public Sector' Sustainable Scotland Network Conference 2015 on 3 November 2015.

Purpose of attending: This year's Sustainable Scotland Network Conference 'Beyond Paris: Climate Change, Systems Change and the Public Sector' was concerned with local, national and international context of current challenges around action on climate change.

It provided an opportunity to learn about the challenges ahead and the implications for Scottish public sector leadership, policy, partnership and performance. Including; how Scotland can move beyond the low-hanging fruit and achieve meaningful progress on climate action; how public sector organisations can operate in a carbon constrained world, and how they will need to adapt to an increasingly chaotic and dangerous level of climate change; what opportunities and challenges arise from these scenarios and how public sector bodies can respond effectively.

Key areas which you found particularly useful: The conference was opened with an address on behalf of Dr Aileen McLeod, Minister for Environment, Climate Change and Land Reform delivered by Director of Energy and Climate Change at the Scottish Government, Mary McAllan, which outlined the Scottish Government's approach to tackling Climate Change.

Kevin Anderson, Professor of Energy and Climate Change in the School of Mechanical, Aeronautical and Civil Engineering at the University of Manchester and Deputy Director of the Tyndall Centre for Climate Change Research, delivered the morning keynote presentation with a 'wake up call'. He stressed the importance of reducing fossil fuel energy demand in order to keep the global temperature within 2degrees and avoid devastating impacts of climate change.

The morning session also featured input from the Chief Executive of SEPA, Terry A'Hearn.

A key message was there is a critical role for Cities and City-Regions in terms of innovation and action. Glasgow and Aberdeen City Councils, along with their respective city regions, in particular, have innovated at strategic and project level to maximise their impact on climate change and sustainability. There is a similar opportunity for City of Edinburgh.

Benefits of attendance for the Council, including relevance to key Council priorities and Pledges: Councillors and officers can [view a 'wake up call' from Professor Kevin Anderson](#) of Energy and Climate Change at the School of Mechanical, Aerospace and Civil Engineering at the University of Manchester. He is Deputy Director of the Tyndall Centre for Climate Change Research and is research active with recent

Background

For further information:

Stuart McLean, Committee Clerk
0131 469 5106
stuart.mclean@edinburgh.gov.uk

publications in Royal Society journals and Nature. Prof. Anderson stressed the importance of reducing energy demand (which City of Edinburgh Council can play a part through support for energy efficiency and a low-carbon economy).

There was another interesting [presentation from Paul Tebo](#), formally of Du Pont who is currently working with the Scottish Environment Protection Agency to engage with businesses to help turn environmental management from a cost centre into a profit driver; creating more sustainable business models.

The other conference presentations are here can be accessed here - [LINK](#).

Coalition pledges: P50 Meet greenhouse gas targets, including the national target of 42% by 2020.

Council outcomes CO18 Green- we reduce the local environmental impact of our consumption and production.

Forthcoming Activities:

None

Transport and Environment Committee

10am, Tuesday, 15 March 2016

Smarter Choices, Smarter Places Programme 2016/17

Item number 7.2
Report number
Executive/routine
Wards

Executive summary

In January 2016, Transport Scotland informed the City of Edinburgh Council of its indicative revenue funding allocation for “*Smarter Choices, Smarter Places*” activities during 2016/17. The total amount allocated from Scottish Government is £452,663, with 50% match funding required from the Council. The funding will be applied to behaviour change methods, aimed at persuading people to consider, and reduce, the number of driver-only private car journeys that they make during 2016/17. This report seeks approval of the proposed programme.

Links

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

Smarter Choices, Smarter Places Programme 2016/17

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the allocation of £452,663 of revenue funding from Scottish Government in 2016/17 on a 50% matched basis as part of the *Smarter Choices, Smarter Places* initiative, to pursue and enhance the promotion of sustainable transport;
 - 1.1.2 agrees the broad programme of initiatives, as set out in the report; and
 - 1.1.3 agrees delegated powers to the Senior Manager – Roads Network, in consultation with the Convener and the Vice Convener, to further develop and deliver a plan and detailed programme for spending these monies. .

Background

- 2.1 As part of a *Smarter Choices, Smarter Places* project, funded by Transport Scotland, seven communities across Scotland undertook pilots from 2008 to 2012, to encourage more people to reduce their car use in favour of more sustainable alternatives such as walking, cycling and public transport. This resulted in the following:
 - Attitudes towards walking and cycling generally became more positive, particularly in relation to new infrastructure.
 - Cycling and walking increased in most pilot areas.
- 2.2 The evaluation of the pilot programme found there were quantifiable rewards, in terms of: personal savings to individuals (an average of £62, per resident, per year); personal health gains, and subsequent reductions in personal healthcare costs; and carbon reduction.
- 2.3 In 2015/16, funding for behaviour change activities at a local level was distributed across all Scottish local authorities, calculated on the basis of authority population size. The City of Edinburgh Council was allocated £496,371 for *Smarter Choices, Smarter Places* for 2015/16 where a 50% funding match was required from the Council and its partners.

- 2.4 The evaluation of the 2015/16 programme is not yet available as the programme is still in the process of being delivered [at the time of writing]. However, detailed evidence of the potential, positive impacts this additional funding should deliver is included in the Transport Scotland report, '[Going Smarter](#)' (March 2013). A summary of the projects/outputs of the 2015/16 programme is available in Appendix 1.

Main report

- 3.1 In January 2016, Transport Scotland informed the City of Edinburgh Council of its indicative revenue funding allocation for *Smarter Choices, Smarter Places* activities during 2016/17. The total amount allocated from Scottish Government to the City of Edinburgh Council is £452,663. The offer of funding is on the condition that it is matched by the local authority/partners.
- 3.2 'Match funding' of £452,663 will need to be identified from the budgets of the Council and those of its partners. In 2015/16, the following Capital and Revenue expenditure was eligible to contribute towards the Council's 50% match funding:
- Non-staff spending on the project by the Council, including capital expenditure but excluding maintenance spending and funds already committed to matching Sustrans funding.
 - Developer contributions.
 - Other public body funding, eg the NHS.
- 3.3 A similar set of criteria is expected for the 2016/17 programme.
- 3.4 However, a high level of commitment of the 2016/17 capital cycling budget to matching Sustrans bids, together with a significant reduction in the cycling revenue budget (£130,000 contribution to SCSP in 2015/16) will put significant pressure on the Council's ability to meet the match funding requirement.
- 3.5 The suggested programme by the Council, using the *Smarter Choices, Smarter Places* funds in 2016/17 (Appendix 3), is currently proposed to include:
- marketing and communications campaigns;
 - travel planning (including the provision of Travel Plan staff, in support of Local Transport Strategy Policy TravPlan2, to develop and deliver the Council's own travel plan);
 - overall project management and evaluation activities;
 - walking and cycling promotion initiatives led by the localities, such as the Inverleith Festival of walking and cycling; and
 - a list of projects eligible for funding is provided in the Guidance on the [Paths for All website](#) (an extract is provided in Appendix 5).

- 3.6 The suggested programme will require consultancy support to deliver the projects in the given time frame. It is intended that approval will be sought from Finance and Resources Committee to appoint consultants.
- 3.7 Among the most successful aspects of the pilot projects was the design and use of a commonly recognisable travel information brand. Market research, carried out by the Council, supports *'On Foot' and 'By Bike'* as easily understandable brand names for walking and cycling information. Further development of active travel branding, including making further progress with integrating active travel with Transport for Edinburgh, is part of the proposed programme for 2016/17.

Measures of success

- 4.1 Measures of success are likely to be based on those for 2015/16 (see Appendix 2). In summary these cover:
- Increased awareness of active travel routes in the target area (%).
 - Increased awareness of sustainable travel facilities in the target area (%).
 - Provision of signs and maps to key local destinations in the target area by foot and bike (number).
- 4.2 Longer term measurements are made of:
- Increases in local walking/cycling/public transport journeys, over the baseline (%).
 - Reductions in single occupancy car/van journeys, over the baseline (%).

Financial impact

- 5.1 It is proposed to match the Smarter Choices, Smarter Places funding via the Scottish Government's Cycling Walking Safer Streets allocation and the Council's cycling revenue, cycling capital and walking capital budgets. A high level of commitment of the 2016/17 capital cycling budget to matching Sustrans bids, together with a significant reduction in the cycling revenue budget (£130,000 contribution to SCSP in 2015/16) will put significant pressure on the Council's ability to meet the match funding requirement.

Risk, policy, compliance and governance impact

- 6.1 It is important that the programme can be managed and adjusted effectively during the financial year. With this in mind, the Committee is being asked to agree delegated powers to the Senior Manager – Roads Network, in consultation with the Convener and the Vice Convener, to further develop and deliver a plan and detailed programme for spending these funds.

- 6.2 The Smarter Choices, Smarter Places programme provides a positive impact in delivering the Local Transport Strategy and allows progress to be made in delivering a key component of the Active Travel Action Plan (ATAP), to improve active travel marketing. Without the Smarter Choices, Smarter Places funding, there would be little or no progress on this important aspect of the ATAP.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment is in progress for 2015/16 for Smarter Choices, Smarter Places and this will continue into 2016/17.
- 7.2 There are likely to be positive impacts on enhancing the range of human rights. In particular, the project promotes: an increased awareness of vulnerable road users; participation in active travel; the health and social benefits associated with active travel.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions and help achieve a sustainable Edinburgh, as the project will help develop and contribute towards the outcomes of the Active Travel Action Plan and Sustainable Energy Action Plan.

Consultation and engagement

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

Background reading/external references

Active Travel Action Plan

Go Smarter, Transport Scotland, March 2013

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

Paths for All, Application Guidance for 2015/16

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

Paul Lawrence

Executive Director of Place

Contact: Judith Cowie, Professional Officer (Smarter Choices, Smarter Places)

E-mail: judith.cowie@edinburgh.gov.uk | Tel: 0131 469 3694

Links

Coalition pledges	P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council outcomes	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	<ol style="list-style-type: none">1 Summary of Projects included in the SCSP Programme 2015/162 Evaluation plan for measuring success of SCSP programme 2015/163 Draft Proposed SCSP Programme 2016/174 Letter from Transport Scotland regarding indicative funding for SCSP Programme 2016/175 Paths for All Website Extract relating to 2015/16 projects eligibility

Appendix 1 – Summary of Projects included in the SCSP Programme 2015/16

The SCSP programme for 2015/16 is comprised of seven work packages which aim to achieve changes in behaviour towards more sustainable travel choices: travel planning, festivals and culture, walking, active travel branding/website information, 20mph, route marketing and mapping.

The total budget for 2015/16 (including match funding) is £994,582.

Projects are still in progress at the time of writing, and the final report is due to Paths for All in May 2016. The completion date of the programme is 31 March 2016.

Work package 1 – Travel planning

- Workplace travel planning consultants – CEC and external Edinburgh businesses (approx 40 large employers)

Work package 2 – Festivals and Culture

- Neighbourhood promotion in City Centre/Leith (“Walk Hack”)
- Inverleith “Festival of Walking and Cycling”
- “City Link Festival”
- Fringe festival advertising
- Edinburgh Festival of Cycling

Work package 3 – Walking

- GIS survey dropped kerbs
- Public life street assessments
- Street design guidance consultants
- Technical street audits for SDG
- Scoping/prep for Way finding
- Promotion of the STARS school travel project
- Cramond inter-generational school project

Work package 4 – Branding and website information

- Targeted online advertising of “On Foot by Bike” to specific groups & city-wide outdoor advertising
- Evaluation of its effectiveness and ideas for improving Cycling and Walking website

Work package 5 -20mph community education and awareness

- 20mph promotion, and baseline data collection of attitudes towards 20mph

Work package 6 – Walking/cycling Route Promotion

- Led walks aimed at new mums
- Led cycle rides and “Dr Bike” Sessions (open to the public)
- Re-branding of new leaflets for walking/cycling
- Distribution of balance bikes to nurseries

Work package 7 – Mapping of walking/cycling information

- Improving journey planning tools
- Updated walking/cycling maps to show ‘QuietRoutes’

Appendix 2 – Evaluation plan for measuring success of SCSP programme 2015/16

WP 1 -Travel planning

- Numbers attending
- Changes in attitudes towards sustainable travel

WP 2 – Festivals and culture

- Website analytics from Fringe festival advertising
- Numbers attending festivals/events
- Attitudes towards active travel/public spaces amongst event participants

WP 3 – Walking

- Numbers of attendees for led walks
- Before and after attitude surveys of led walk participants

WP 4 - Active travel branding/website

- Website analytics of the Council walking and cycling pages
- Focus groups to test awareness of 'On Foot by Bike' advertising
- Focus groups to test user experiences of the Council walking and cycling pages

WP 5 - 20mph

- Household Attitudes before the 20mph speed limit launch

WP6 - Promotion of new cycle/walking routes

- Before and after attitude surveys of led cycle ride participants

WP 7 – Mapping

- Focus groups to test user experiences of existing apps and what should be included in a Council journey planning app, showing existing active travel routes

Appendix 3 – Draft Proposed SCSP Programme 2016/17

Indicative amount of grant funding: £452,663 [tbc, confirmation expected by 1 March 2016 – estimated date]

This is a draft programme, subject to confirmation of funding, and to further development

WORK PACKAGE/PROJECT
1. Programme Management
2. Travel Planning <ul style="list-style-type: none"> • Council • Other workplaces
3. Street design <ul style="list-style-type: none"> • Street design guidance staff training • Taking way-finding project to full development • Completion of GIS dropped kerb survey – potentially also a street clutter survey • ‘School streets’ evaluation and promotion of further phases
4. Active Travel Marketing <ul style="list-style-type: none"> • Future marketing action plan for next three years • Promotion of ‘QuietRoutes’ and other routes • Improvements to the information on the Council walking and cycling web pages • Online and offline advertising of ‘On Foot by Bike’ (targeted) • Locality-level projects to promote walking and cycling, such as the Inverleith Festival of Walking and Cycling, and potentially a project to encourage walking in the closes off the Royal Mile • ‘Car-free’ day • Improvements to mapping - integrated mapping of the walking/cycling routes
5. 20mph <ul style="list-style-type: none"> • Promotion ahead of the launch of each phase of implementation, could include local events

6. Encouraging active travel in less affluent areas

- Led walks and led cycle rides
- Cycle training in schools

7. Bike Hire

- Developing Cycle hire scheme

Appendix 4 – Letter from Transport Scotland regarding indicative funding for SCSP Programme 2016/17

Sustainable Transport Team
Transport Policy

Victoria Quay, Edinburgh EH6 6QQ
[REDACTED]



Local Authority Chief Executives

Our ref: A13281031

Date:
28 January 2016

SMARTER CHOICES, SMARTER PLACES

As you may be aware, the draft budget document includes further funding of £5m for Smarter Choices, Smarter Places (SCSP) in 2016-17. Although this still has to receive final parliamentary agreement, I thought it may be useful to set out the proposals for the distribution of the funds. The mechanism for distributing the funding will be in line with last year, i.e. an indicative allocation for every local authority, based on a formula of population, with a floor of £50k. Annex A sets out the proposed funding allocations for 2016-17.

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

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

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Paths for All will also contact the SCSP lead officers to alert them to the funding, subject to final budget processes in the Parliament.

You will wish:

- To note that £5m is allocated in the draft budget to SCSP
- To alert relevant staff that funding will be available and to start planning the proposal

[Redacted]

Senior Policy Advisor

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Smarter Choices, Smarter Places Proposed Funding for 2016-17

Based on population with a £50k floor.

Local Authority	Indicative Allocation with a Minimum of £50k
Aberdeen City	210,391
Aberdeenshire	239,341
Angus	107,184
Argyll & Bute	80,540
Clackmannanshire	50,000
Dumfries & Galloway	137,761
Dundee City	136,218
East Ayrshire	112,229
East Dunbartonshire	98,061
East Lothian	93,761
East Renfrewshire	84,877
Edinburgh, City of	452,663
Eilean Siar	50,000
Falkirk	144,836
Fife	337,430
Glasgow City	550,944
Highland	214,167
Inverclyde	73,373
Midlothian	79,208
Moray	87,054
North Ayrshire	125,367
North Lanarkshire	310,500
Orkney Islands	50,000
Perth & Kinross	136,787
Renfrewshire	160,078
Scottish Borders	104,768
Shetland Islands	50,000
South Ayrshire	103,372
South Lanarkshire	289,745
Stirling	84,142
West Dunbartonshire	82,442
West Lothian	162,761
	5,000,000

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Appendix 5 – Paths for All Website Extract relating to 2015/16 projects eligibility [accessed 8 February 2016]

Funding eligibility



What is eligible for Smarter Choices Smarter Places funding?

Projects must encourage and promote active and sustainable transport as the entire focus of the initiative, or as a significant element of the initiative. Initiatives can include:

- Strategy Development and Implementation
- Travel Planning Implementation
- Social Marketing
- Marketing, Information and Publicity
- Integration with Public Transport/Transport Network

Funding is not available for:

- Land negotiation and acquisition, planning process, etc.
- Infrastructure* upgrading, repair, maintenance or creation
- Initiatives that are primarily aimed at sports awareness/increasing sport participation
- Initiatives where there is little or no evidence of community need
- Projects that do not focus on functional travel
- Maintenance and running costs of existing projects/programmes of work

* Infrastructure is defined in this Programme as - footways, multi-use paths, bicycle lanes and paths, cycle tracks, pedestrian crossings, pedestrian/bicycle bridges, paved shoulders, striped bicycle lanes, pedestrian signals, bicycle-activated signals, medians and other pedestrian "refuges," high-visibility crossing striping, raised pedestrian crossings, in-pavement lighting, overhead illuminated crossings, advance stop lines, warning signs, and street designs that narrow carriageways and reduce traffic speed such as footway extensions and other structures, and electric vehicle charging points.

Further information is in the guidance document.



Transport and Environment Committee

10 am, Tuesday, 15 March 2016

Carbon Literacy Programme for Edinburgh

Item number 7.3

Report number

Executive/routine

Wards

Executive Summary

This report outlines the potential for a Carbon Literacy or equivalent initiative in Edinburgh and the role of the Edinburgh Sustainable Development Partnership in the delivery of such a programme.

Links

Coalition pledges P50

Council outcomes

Single Outcome Agreement SO4

Carbon Literacy Programme for Edinburgh

1. Recommendations

- 1.1 To note the report and pilot carbon literacy programme for Edinburgh; and
- 1.2 To agree a further report detailing the key findings of a pilot carbon literacy programme with three city organisations will be presented to the Transport and Environment Committee in Spring 2017.

2. Background

- 2.1 The Edinburgh Partnership Board at its meeting in December 2014 agreed that the next Edinburgh Community Plan (2018-2021) should be based upon the three principles of sustainability (environment, social and economic).
- 2.2 The Edinburgh Sustainable Development Partnership ('ESDP') as a strategic partnership of the Edinburgh Partnership is therefore seeking a way to develop citizens', organisations' and other stakeholders' awareness, knowledge and engagement with sustainability in order to fully contribute and benefit from this approach.
- 2.3 Whilst researching approaches that other cities have taken, the ESDP became aware of the Carbon Literacy programme in Manchester.

3. Main report

Carbon literacy programme: Manchester model

- 3.1 Manchester's Climate Change action plan (2009) identified two key elements to address climate change in the city:
 - 3.1.1 reduce carbon emissions by 41% by 2020; and
 - 3.1.2 create a low carbon culture.
- 3.2 Manchester has a plan in place to reduce carbon emissions to address the first element. This is equivalent to Edinburgh's Sustainable Energy Action Plan ([SEAP](#)) which is led by the Council but key to its success is the involvement of key large businesses and organisations across the city.
- 3.3 The Carbon Literacy programme was developed to address the cultural change needed. It is a unique behavioural change project designed to address the issues around sustainability and climate change by assisting individuals to make small simple steps to reduce their carbon footprint. It is created to engage on a large

scale and especially with those that are not currently focussed on carbon or sustainability issues.

- 3.4 [Cooler Projects](#) is a Community Interest Company that oversees the [Manchester Carbon Literacy](#) programme that is being rolled out very successfully. It offers anyone that lives, works or studies in Manchester the opportunity of one day of training. Key to its success is that training is bespoke to the organisation/group/individual, is delivered by peers, is integrated into current training programmes and is supported by an approved certification system. (Support from an organisation's Chief Executive Officer is a prerequisite prior to roll out to employees).
- 3.5 Individuals who become trained can then in turn train others. The course incorporates consistent core materials, adapted content to reflect where learners are and has an accredited certificate scheme. A key element of the course is to effectively engage with the public. Learners are encouraged to develop their own responses to lowering their carbon footprint and to identify significant actions to reduce their personal footprint and with other people to reduce the collective footprint of their workplace, community or place of education.
- 3.6 The Manchester programme records the numbers of organisations and people engaged in the programme, and number of certificates awarded. It also carries out analysis of the feedback from participants as to the value and benefit of the programme and the effectiveness of the programme to the participating organisations.
- 3.7 The scheme has now grown across the Manchester region and the wider north-west. Organisations who have participated include Manchester City Council, the University of Manchester, Manchester Metropolitan University, twenty one Housing Associations, five Primary Schools, five High Schools and a range of community groups.
- 3.8 Given the SEAP's aim to reduce carbon emissions by 42% by 2020, there is a clear link with a potential Carbon Literacy programme for Edinburgh. The SEAP states under the heading 'to influence the actions of others' that:
 - "The Council will use its influence to persuade other Edinburgh organisations and its citizens to change their behaviours and adopt low carbon practices. It will do this through its mainstream responsibilities in areas such as transport and education; and through the planning process, its procurement policies, its investments and its partnerships".
- 3.9 As well as through the Council's mainstream responsibilities there is a need for the citizens of Edinburgh to individually and collectively play their part. This behavioural change programme could be a key action included in the SEAP. The Carbon Literacy programme is one such potential vehicle to do this.
- 3.10 The ESDP has also looked at other courses and tools in existence across the city and nationally in Scotland but none appear to be tailored to the learner/organisation or have achieved the levels of scale and reached the breadth of organisations that

the Manchester Literacy programme has. In addition, none is focused on people who are not already interested in sustainability and climate change.

Edinburgh: next steps

- 3.11 The ESDP submitted an application for an enabling grant (£8k) to the Edinburgh Partnership to run a six month pilot carbon literacy programme with three organisations ideally from different sectors in the city (e.g. a private company, a public agency and a third sector organisation).
- 3.12 The submission has been successful (21 February 2015) and the ESDP will commence work immediately to secure organisations to participate in the pilot. Cooler Projects are keen that Edinburgh is the first city in the UK outside Manchester to run the Carbon Literacy programme and will be coming to Edinburgh to launch it.
- 3.13 Since the submission of the funding application to the Edinburgh Partnership, the Workers Education Association Scotland and Resource Efficient Scotland (RES) have approached the ESDP and are interested in getting involved in the roll out of the programme. Resource Efficient Scotland has met Cooler Projects and is looking for an opportunity to develop the project in Scotland. Discussions are currently under way as to the potential of working jointly with RES on the programme in Edinburgh.

4. Measures of success

- 4.1 The implementation of a pilot carbon literacy programme in Edinburgh. To train a minimum of 150 people across three participating city organisations.
- 4.2 Following the success of the pilot to roll the programme out city wide.

5. Financial impact

- 5.1 As the programme is accredited, there is an ongoing cost to Cooler Projects to ensure that the course standard is maintained. For the pilot it is anticipated that the organisations will provide resources (own training staff) and Cooler Projects will provide curriculum content and guidance (cost approximately £2400). In addition funding has been sought for a Project Manager (cost approximately £5600) to facilitate the links between Cooler Projects, the Partners and the ESDP. The project manager will also develop a core curriculum that is relevant and suitable to Edinburgh and the Scottish context. The enabling grant will cover these costs.
- 5.2 Based on the success of the pilot the ESDP will consider securing further sponsorship and commitment from members of the Edinburgh Partnership to fund a wider roll out.

6. Risk, policy, compliance and governance impact

- 6.1 Without the programme there is a risk of not having full involvement in the development of the community plan and maximising the opportunity to change the culture and understanding of sustainability and climate change issues.
- 6.2 The success of the programme roll out depends on support from senior management. Endorsement from an organisation's senior management ensures that the literacy programme gets sponsorship at the highest managerial level, is embedded into the organisation and increases the probability of full engagement leading to tangible outputs. Feedback from Manchester has shown that senior management support is key to success.

7. Equalities impact

- 7.1 The roll out and engagement in a behavioural programme such as the Carbon Literacy programme will develop citizens', organisations' and other stakeholders' awareness, knowledge and engagement with sustainability. One of the aims of the programme would be to provide a platform for people with protected characteristics to be involved in the design and delivery of the community plan.

8. Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. In summary, the proposal in this report will help achieve a sustainable Edinburgh because it aims to influence behavioural change to reduce carbon emissions in the city.

9. Consultation and engagement

- 9.1 The Community Learning and Development Strategic Partnership has been consulted and has subsequently endorsed the submission for funding to the Edinburgh Partnership. The University of Edinburgh (Global Citizenship), Surefoot and Carbon Conversations have been consulted as part of the discussion about the application of the Manchester Carbon Literacy model in Edinburgh. Currently discussions are on-going with the Workers Education Association and with Resource Efficient Scotland.

10. Background reading/external references

- 10.1 [Cooler Projects](#), [Manchester Carbon Literacy](#)

Andrew Kerr

Chief Executive

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11. Links

Coalition pledges	P50 Meet greenhouse gas targets, including the national target of 42% by 2020
Council outcomes	
Single Outcome Agreement	SO4 Edinburgh's communities are safer and have improved physical and social fabric
Appendices	

Transport & Environment Committee

10.00am, Tuesday, 15 March 2016

Transport Governance

Item number	7.4
Report number	
Executive/routine	
Wards	

Executive Summary

Formal arrangements are currently in place to provide political oversight in relation to the Leith Programme Works and future transport in Edinburgh. A meeting is also convened, as required, to brief cross party Councillors on progress of the Edinburgh St James Development. This paper sets out proposed revised governance arrangements to reflect the recent Council decision in relation to Tram and the fact the Edinburgh St James Development is moving to the next stage of delivery.

Links

Coalition Pledges	
Council Priorities	CP11
Single Outcome Agreement	

Transport Governance

1. Recommendations

- 1.1 That Committee approves the revised governance arrangements set out in Appendix 1 and notes that revised agendas will be issued by Committee Services, actions of the groups will be reviewed and redistributed, and a work plan will be developed for the two groups.

2. Background

- 2.1 Formal arrangements are currently in place to provide political oversight in relation to the Leith Programme Works and future transport in Edinburgh. A meeting is also convened, as required, to brief cross party councillors on progress of the Edinburgh St James Development. This paper sets out proposed revised governance arrangements to reflect the recent Council decision in relation to Tram and the fact the Edinburgh St James Development is moving to the next stage of delivery.

3. Main report

- 3.1 On 10 December 2015, Council took a decision to proceed with Stage 1 of a tram extension to Newhaven and requested officers to report back to Council in Spring/Summer 2017 recommending a way forward. In taking the decision to proceed with Stage 1, Council also approved the high level governance structure as set out in the Outline Business Case and authorised its immediate implementation. In doing so it requested that the Corporate Leadership Team merge the Leith Programme with the tram project, this work has now been completed.
- 3.2 Appendix 1 sets out the current and revised oversight structures for Leith Programme, future transport and Edinburgh St James Development. There are three separate meetings with terms of reference in place for the first two.
- 3.3 Given the above decision to proceed with Stage 1 and merge the projects, and the fact that Edinburgh St James is moving to the next stage of development, the current political oversight arrangements have been reviewed and are set out in Appendix 1. In re-casting the governance arrangements a distinction has been drawn between live projects and future strategy.

- 3.4 Live Projects - It is recommended that an all party oversight group is established to oversee the combined Tram and Leith Programme and the technical interfaces between the project and Edinburgh St James Development, including traffic management and wider community engagement. Furthermore it is recommended that the group is also briefed, on a quarterly basis, on the progress of the Edinburgh St James Development with the developer in attendance.
- 3.5 Future Transport - It is proposed that the Future Transport Working Group remit is retained to concentrate on strategic transport issues and the membership is widened to include Transport for Edinburgh.
- 3.6 Adopting the revised arrangements will help ensure greater focus on projects and strategic planning and will enhance partnership working with TfE. If the revised arrangements are acceptable then revised agendas will be issued by Committee Services, actions of the groups will be reviewed and redistributed, and a work plan will be developed for the two groups.

4. Measures of success

- 4.1 Not applicable.

5. Financial impact

- 5.1 Servicing of the groups will be contained within current budgets.

6. Risk, policy, compliance and governance impact

- 6.1 Revised governance being proposed formally through this report.

7. Equalities impact

- 7.1 Not applicable.

8. Sustainability impact

- 8.1 Not applicable.

9. Consultation and engagement

- 9.1 Consultation has been undertaken in relation to the preparation of this report with the Convenors of Transport and Environment and Committee Services.

10. Background reading/external references

[Council - 10 December 2015 - Edinburgh Tram Extension Next Steps](#)

Paul Lawrence

Executive Director of Place

Contact: Rob Leech

E-mail: rob.leech@edinburgh.gov.uk | Tel: 0131469 3796

11. Links

Coalition Pledges

Council Priorities CP11 - An accessible, connected city

Single Outcome Agreement

Appendices Appendix 1 - Revised Governance Arrangements

Appendix 1 - Revised Governance Arrangements

Annex 1 - Existing Structures

Future Transport Working Group

Remit

- to consider operational arrangements relating to the integration of tram and bus, together with interfaces with Air/Rail/Active travel, and to consider opportunities to enhance integration along the route of the tram.
- to consider air quality issues, both along the route of the tram and elsewhere in the city centre, where general traffic has been displaced.
- to consider future investment in public transport both in relation to vehicles and infrastructure, given the integration opportunities presented by Transport for Edinburgh, and consider options for improvements to the road and active travel network in the city centre adjacent to the route of the tram.

Membership

Councillors:

Hinds (Convener), Aldridge, Bagshaw, Cook and McVey

Officers:

John Bury, Ewan Kennedy, Alasdair Sim, Rob Leech, Lesley McPherson

Leith Programme Oversight Group

Remit

- To approve the design brought forward by the Leith Programme Team without the need for designs being reported to the appropriate Committee.

Membership

Councillors:

Hinds, McVey, Blacklock, Booth, Donaldson, Doran, Gardner, McVey, Mowat, Munro, Ritchie and Rankin

Officers:

Ian Buchanan, Anna Herriman, Andrew Easson, Rob Leech, Alasdair Sim.

Edinburgh St James Briefings

Remit

- No formal remit, the group is assembled as and when required for project briefings

Membership

Councillors:

Burns, Howat, Ross, Mowat, Orr, Hinds, Whyte, Corbett and Edie

Officers:

Chief Executive, All Directors (not including H&SC or Children & Families), John Bury, Communications Representative and SRO

Frequency

From time to time TIAA Henderson Real Estate attend by invitation.

Annex 2 - Proposed New Working Arrangements

Transport Projects Working Group

Remit

- To receive updates on Newhaven Tram Extension and Leith Programme project progress and current issues including interfaces with Edinburgh St James such as traffic management and community engagement;
- To receive a quarterly update from the Edinburgh St James SRO and developer on the progress of the project;
- To review the designs for the Leith Programme.

Membership

Councillors:

Leader of the Council (Chair), Deputy Leader of the Council, Convener of Transport & Environment Committee, Vice Convener of Transport & Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons

Officers:

Executive Director of Place, Head of Planning & Transport and nominee, Edinburgh Tram Extension and Leith Programme SRO, Head of Communications, TfE CEO, Supporting Officers as required

Frequency

Monthly with quarterly updates on Edinburgh St James

Future Transport Working Group

Remit

- to consider operational arrangements relating to the integration of tram and bus, together with interfaces with Air/Rail/Active travel, and to consider opportunities to enhance integration along the route of the tram.
- to consider air quality issues, both along the route of the tram and elsewhere in the city centre, where general traffic has been displaced.
- to consider future investment in public transport both in relation to vehicles and infrastructure, given the integration opportunities presented by Transport for Edinburgh, and consider options for improvements to the road and active travel network in the city centre adjacent to the route of the tram.

Membership

Councillors:

Hinds (Convener), Aldridge, Bagshaw, Cook and McVey

Officers:

John Bury, Ewan Kennedy, Alasdair Sim, Rob Leech, Lesley McPherson, George Lowder (TfE CEO)

Frequency

8 Week cycle

Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Edinburgh Street Design Guidance - Carriageway and Footway Renewals Programme

Item number	7.5
Report number	
Executive/routine	
Wards	All

Executive summary

The new Street Design Guidance for Edinburgh was approved by this Committee on 25 August 2015 and by the Planning Committee on 3 October 2015. It provides consolidated guidance on the design of projects that maintain, alter or construct streets, including urban paths, in Edinburgh.

The Guidance requires all services to adopt a design approach that focuses on place making and sustainable forms of transport.

This report details how the Guidance will be embedded in the delivery of the carriageway and footway renewals programme.

Links

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

Edinburgh Street Design Guidance - Carriageway and Footway Renewals Programme

Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 approves the use of the Edinburgh Street Design Guidance (ESDG) for the design of all carriageway and footway renewals schemes;
 - 1.1.2 agrees that any medium to large scale renewal schemes (footway or carriageway) on Strategic and Secondary Retail/High Streets (including for example city centre streets, town centres and neighbourhood shopping streets) take as their scope the entire street width from building façade to building façade; and
 - 1.1.3 notes that, as previously agreed by the Committee, initial experience with use of the guidance, including the design of carriageway and footway renewal schemes in 2016/17 will be reported back to the Committee by the end of 2016.

Background

- 2.1 The ESDG aims:
- to ensure local street design practices in Edinburgh align with Designing Streets, the Scottish Government's policy on street design;
 - to ensure that street design supports the Council's wider policies, in particular transport and planning policies; and
 - to consolidate previously separate Council guidance on street design in a more user-friendly format.

Application of the Guidance:

- 2.2 On 25 August 2015 this Committee and then on 3 October 2015 the Planning Committee, approved the ESDG which requires ESDG to be used for all aspects of projects that maintain, alter or construct streets, including urban paths, in Edinburgh. Such projects include:
- Carriageway and footway maintenance and renewals;
 - Alterations to existing streets, including surfaced paths;

- Utility installations and reinstatements; and
 - New streets associated with development or redevelopment.
- 2.3 The ESDG does not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

Main report

Introduction

- 3.1 On 25 August 2015, this Committee agreed that all work undertaken in Edinburgh's streets should be a step towards its vision and objectives for streets. This requires the application of the ESDG across the design spectrum, from the completion of routine maintenance and basic repairs to construction of a brand new street.
- 3.2 The same meeting of Transport and Environment Committee noted that a further report dealing with the application of the ESDG to carriageway and footway renewal schemes would be submitted for approval. The current report deals with this issue.

The case for change

- 3.3 To comply with the ESDG, it is necessary for renewal projects to be designed more holistically and within the context of the Council's vision and objectives for streets.
- 3.4 The carriageway and footway renewal capital programme makes up 58% (£8.733M) of the total transport capital programme (£15.069M). The principle objective of this programme is to keep the carriageway and footway network in a good, safe, usable condition over the long term.
- 3.5 At present most renewals projects proceed on a largely 'like for like' basis. In parallel, the Council undertakes projects to upgrade streets to meet various objectives, typically seeking to improve road safety or conditions for walking, cycling or public transport use. Some upgrades are routinely incorporated into renewals, for example dropped kerbs, but the like for like approach means that other improvements are generally not made. This makes the design process for renewals projects relatively simple and fast, but can result in lost opportunities for change, particularly in relation to larger scale projects.
- 3.6 The ESDG advocates a change in approach that, depending on the scale and nature of the renewal project concerned, will make changes to streets as an integral part of renewals projects. While large scale retrofitting of streets is a costly and therefore a rare opportunity, annual carriageway and footway capital programmes can assist transforming the city's streets by systematically incorporating the requirements set out in the ESDG.

ESDG Street Types and Design Principles

- 3.7 The new Street Design Guidance utilises a street categorisation framework based on the place (eg land-use and frontage activity), and the movement characteristics of a street (eg bus and other motorised traffic use, cycle use, footfall) and therefore reflects the priority streets in Edinburgh.
- 3.8 These street categories, also presented on a map format (the Edinburgh Street Types Map in the ESDG, Appendix 2), are cross referenced to a set of Design Principles (basic, standard, innovative). The Design Principles section of the Guidance sets out design requirements (relating to layout, material and furniture) according to street category. The street types depend on the street's place and movement characteristics.
- 3.9 The ESDG includes a street types map that updates the street categories used in the prioritisation of footway renewals projects, enabling the prioritisation to, for example, take better account of local shops and of other community facilities.

How the scheme design process will change in response to application of the ESDG

High level design briefs and cost estimates

- 3.10 As noted in paragraph 3.5, currently carriageway and footway renewals projects are largely based on 'like for like' replacement, though some limited changes are made. ESDG requires that schemes will need to incorporate improvements specified in the Design Principles for each street type, according to the type and scale of the projects concerned. See Appendix 1 for a summary of this process.

Detailed design

- 3.11 In order to comply with the Street Design Guidance, for all carriageway and footway renewal schemes, the Design Team will :
- a) identify the Design Guidance street type for the project concerned;
 - b) whatever the level of intervention (small, medium or large scale – see Appendix 1), all carriageway and footway renewal schemes will incorporate relevant 'basic' Design Principles to tidy up, declutter and improve streets so that they are accessible for all and support street uses/activities and incorporate this in the project cost;
 - c) for medium to large scale renewal schemes incorporate both "basic" and "standard" design principles to redesign street(s) and consider design changes and road space reallocation for the benefit of pedestrians, cyclists and public transport users. The costs associated with these requirements will be incorporated at briefs for detailed/construction design. Examples of the type of change that will result include raised/ continuous pavement crossings of side roads on shopping streets.

- d) for medium to large renewal schemes in retail/high streets, the scope will be increased to the entire street width from building façade to building façade. The streets concerned include city centre streets, town centre and neighbourhood shopping streets. Opportunities to do the same on streets with high density residential and office based employment uses should also be considered.
- e) where possible, additional funding will be sought from external funding sources, such as Sustrans or Paths for All to compliment the Council's investment.

Amending the renewals programme

3.12 The changes in design and programme of works as discussed above will be phased in over the next 2-3 years:

- the 'basic' street design improvements (as per paragraph 3.10b), will be incorporated immediately in all renewals schemes (by utilising the budget allocated for contingencies);
- in 2016/17 financial year, budget permitting, all medium size schemes, in addition to the 'basic' street design improvements will also incorporate the 'standard' street design improvements (as per paragraph 3.10c); and
- in large renewal schemes, application of ESDG beyond incorporating the 'basic' and 'standard' design improvements and philosophy (as per paragraph 3.10d), will be considered on a case by case basis during 2016/17 and 2017/18.

3.13 In order to implement the new approach advocated here, it is recommended that the list of renewals projects to be taken forward in 2018/19 and beyond should be reviewed, with a view, to combining or modifying projects. The aim would be to increase the scope for carrying out more comprehensive projects to help achieve the Council's vision and objectives for streets as stated in the ESDG.

3.14 Resulting changes to design will be recorded for monitoring progress and compliance. This review process will also highlight any budgetary issues.

3.15 Initial experience with use of the guidance during the 2016/17 financial year will be reported back to the Transport and Environment Committee.

Training of Designers

3.16 Training of the Council's in-house design team is key to the successful application of the ESDG. This will help give a better understanding of the Guidance's design approach and its requirements.

Measures of success

- 4.1 The principal benefit of these changes should be to significantly increase the degree of integration and coordination between the functions of:
- keeping the carriageway and footway network in acceptable condition;
 - making systematic changes to enhance the street as a place and its safety; and
 - improving travel conditions, particularly for priority road users.
- 4.2 The overall result should be a more efficient use of the Council's Transport Capital Budget.

Financial impact

- 5.1 The ESDG will influence the costs associated with the implementation and delivery of street improvements.
- 5.2 It is anticipated that applying the guidance to the Council's responsibility for carriageway and footway renewals will require significant change to the way this work is carried out, and to budgeting.
- 5.3 It is proposed that for a transition period (in 2016/17 budget year) budget allocated for contingencies can be used to fund any changes. After this period, the process of identifying changes could take place sufficiently early that the costs could be incorporated in the core renewals programme. As noted in paragraph 4.2, it is considered that combining improvements with renewals will, overall, result in a more efficient use of the Transport Capital Budget.
- 5.4 A design review process will be established to monitor compliance with the ESDG and financial impact. This will be reported back to the Committee by the end of 2016/17 financial year.

Risk, policy, compliance and governance impact

- 6.1 The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. It aligns the street design practices and procedures in Edinburgh with Government's streets and place making policy. The new guidance complements the Edinburgh Design Guidance, and helps to achieve the Council's wider policy objectives.

- 6.2 Reduce risk of not complying with the Scottish Government's and the Council's policies regarding streets and the active and sustainable travel, in specific reference to Designing Streets, Edinburgh Street Design Guidance, Local Transport Strategy, Active Travel Action Plan.
- 6.3 The Council has a duty to make "reasonable adjustments" to comply with the Equality Act 2010. The design review and the monitoring process will include "reasonable adjustment" test.

Equalities impact

- 7.1 Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence.
- 7.2 This report seeks approval to enable the implementation of the Edinburgh Street Design Guidance requirements in through the carriageway and footway renewals scheme; therefore the impact on the equalities will be the same as the ESDG's (reported to the Committee on 25/08/2015).
- 7.3 In addition to above, embedding the ESDG will help the Council to ensure that the reasonable adjustments are made systematically to streets for disabled people through the renewal schemes.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted as Background Reading later in this report.
- 8.2 This report seeks approval to enable the implementation of the Edinburgh Street Design Guidance requirements in through the carriageway and footway renewals scheme. Therefore the impact on sustainability will be the same as the ESDG's (reported to the Committee on 25/08/2015).
- 8.3 Improvements required by the ESDG, and applied by the renewals schemes, will create better street environment for cyclists and pedestrians in particularly for those vulnerable road users.

Consultation and engagement

9.1 Consultation, with both internal and external user groups, has been employed to guide and shape the ESDG from its start to the end. The consultation was complimented by awareness-raising presentations and workshops with stakeholders at various events and with elected members at the Transport and Environment Policy and Review Committee. These have been used to inform the scope of the policy and to provide direction for the guiding and design principles and design approached adopted in the ESDG.

Background reading/external references

- [Edinburgh Street Design Guidance, 2015](#)
- [Public Realm Strategy](#)
- [Transport 2030 Vision](#)
- [Road and Footway Prioritisation Review 2014](#)
- [Local Transport Strategy 2014-19](#)
- [Active Travel Action Plan](#), 2013
- Carriageway and Footway Investment Strategy, October 2015
- Road and Footway Investment – Capital Programme, 2016

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Links

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

Appendix 1 – Level of Intervention (scale of works) and ESDG Requirements

Requirement	Action required	Level of intervention*
Basic Design Principles	<p><i>Tidy up</i></p> <p>Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats)</p> <p><i>Declutter</i></p> <p>Do not retain street furniture and road sign/markings unless there is a clear case for retention</p>	<p>Small scale maintenance and renewals projects that are based on periodic inspections and/or reports and requests from third parties, e.g. single pothole repairs, isolated footway repairs <25m in length, single (pairs) of tactile or drop kerb installations, new single signs, new crossovers for single buildings etc.</p> <p>Also applies to other services that use, maintain and manage streets including utility providers.</p>
	<p><i>Improve</i></p> <p>Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/activities</p>	<p>Small scale capital (carriageway and footway) renewal schemes and other small scale capital schemes including road safety projects, new crossings, traffic calming schemes incorporating physical measures, junction refurbishments, bus stops including build outs, and road cycle schemes.</p>
Standard Design Principles	<p><i>Rethink and redesign</i></p> <p>Apply basic design principles but also aim for significant street re-design and roadspace reallocation.</p>	<p>Medium to large scale capital (carriageway and footway) renewal schemes and other medium to large scale capital schemes such as large scale traffic management, bus priority and cycle priority schemes.</p>
Innovative Design Principles	<p><i>Consider innovative approaches to create new streets or reconstruct existing streets</i></p> <p>Apply basic and standard design principles but also aim for innovative construction/ full reconstruction of the street from building to building.</p>	<p>This level should be considered for street / area based public realm or economic development projects. For example, High Street, Leith Walk and Grassmarket public realm schemes where whole street layout is reconfigured from building to building.</p> <p>Also should be considered when creating new streets associated with developments.</p>

Source: ESDG, 2015 (page 22)

* Renewals schemes will be categorised as *small, medium and large* as part of the programming of works and will be reported to the Committee as part of the Road and Footway Investment – Capital Programme.

Transport and Environment Committee

10am, Tuesday, 15 March 2016

Setted Streets

Item number	7.6
Report number	
Executive/routine	
Wards	

Executive summary

Edinburgh is seen as fortunate in having retained much of its traditional palette of street materials including stone setts, kerbs and channels as well as some examples of stone pavement flags. Setts are important features of historic and cultural significance for the city. Edinburgh is required to safeguard the Outstanding Universal Value of the World Heritage Site and its Conservation Areas of which setted streets are a significant part of its authenticity.

Recent collaboration with Edinburgh's partner city Krakow reinforced the cultural significance of setted streets, as well as identifying the complex range of measures that need to be applied to conserve, enhance and maintain setted streets.

There are concerns and issues around costs, funding and how Edinburgh maintains and manages the setted street asset. Officers from across the Council have undertaken a review and concluded that there are better ways to tackle these issues. A series of proposals for further review are outlined for consideration.

Links

Coalition pledges	P27 , P31 , P40
Council outcomes	CO6 , CO9 , CO12 , CO13
Single Outcome Agreement	SO4

Setted Streets

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the content of this report highlighting current practices on the maintenance and management of setted streets; and
 - 1.1.2 agrees the actions as set out in paragraph 3.18; and
 - 1.1.3 refers this report to the Planning Committee.

Background

- 2.1 Until the twentieth century, Edinburgh's streets were paved, if at all, with natural stone materials. These materials had hardwearing properties and an attractiveness that is now more and more appreciated. Edinburgh is seen as fortunate in having retained much of its traditional palette of street materials including stone setts, kerbs and channels as well as some examples of sandstone and Caithness stone paving. Setts are important features of historic and cultural significance for the city.
- 2.2 Edinburgh World Heritage (EWH) in conjunction with the British Geological Survey (BGS) prepared a research paper "Setts in the City" (see background reading/external references) which sought to fill a gap in the understanding of these important features. The report concludes with recommendations on how setted road surfaces may be repaired and conserved.
- 2.3 The protection of setted streets is advocated by Government policy and local planning guidance. Government policy, which is published in the Designing Streets and Creating Places documents, emphasises the importance of identity and the value of conserving the legacy from the past as a means of promoting an understanding of the present and achieving economic benefits. The importance of traditional setted surfaces and the desirability of protecting them, and their contribution to Edinburgh's unique character, is a key component of this legacy. The value is established from not just the materials but the characteristic details that accompany them.

- 2.4 Supplementary Planning Guidance, from the Development Quality Handbook, 1999, stated “There will be a presumption in favour of retaining all setted streets within conservation areas”. General protection is now provided within conservation area character appraisals and conservation policy as part of the Local Development Plan. Conservation principles are now also included in the recently adopted Edinburgh Street Design Guidance to ensure historic features are valued and protected. Setted streets form an important part of the Outstanding Universal Value of the World Heritage Site.
- 2.5 Around 4.6% (450,000 sq m) of Edinburgh's streets are setted. Less than 0.03% of 'A' roads are setted. The Council has records of the majority of these setted streets. Unfortunately some streets that have been previously overlaid with asphalt may not be recorded. A schedule of setted streets is included in Appendix 1.
- 2.6 The majority of Edinburgh's setted streets were laid in the 19th century and are constructed with different natural stone types, including basalt, whin/dolerite and granite. The sizes and colours of the setts vary. Like historic buildings, setted streets add to the attractiveness of the city. It is commonplace for other European Cities to invest in new setted streets. Within Edinburgh a number of new setted streets have been established. Examples are Castle Street, Cambridge Street and the streets around the Scottish Parliament in the city centre and Queensferry High Street.
- 2.7 The condition of these setted streets varies enormously. The majority of setted streets have never been repaired and in some cases the setts are sitting on earth. Originally the Council had a dedicated squad which would attend to immediate repairs in setted streets. This lack of day to day management of setted streets and an increase in the traffic loading from larger vehicles in the last 30 years has led to considerable deterioration of some setted streets resulting in expensive reconstruction.
- 2.8 A programme of repairing setted streets was started in the 1990s which has included the High Street, Howe Street, Henderson Street, Thirlestane Road and Queensferry Street Lane.
- 2.9 Stockpiles of reclaimed setts are stored by the Council and used for repairs and improvements. Where setts have to be removed from streets they are palletted and retained by the Council.

Main report

Best practice

- 3.1 There is little information on best practice for setted streets. Expertise and knowledge about conserving and repairing setted streets is lacking in the UK. A report on setted streets was prepared by Stuart Eydmann, a senior planner from West Lothian Council in 1997. Edinburgh World Heritage has been a source of information from other parts of Europe and has assisted the Council with an opportunity to learn from Krakow, one of Edinburgh's partner cities.
- 3.2 Officers from Planning and Transport held workshops with colleagues from Krakow both in Edinburgh and Poland towards the end of 2015. A report on the visit was prepared for the heads of service for Planning, Transport and Economic Development and is attached in Appendix 2. Krakow has a considerable coverage of setted streets, particularly within the World Heritage Site, and maintains a long tradition of protecting these and other cultural assets. Key learning points from the workshops were:
- there was significant political support for conserving and enhancing cultural assets including setted streets in Poland;
 - setts retain cultural and economic value;
 - traffic use of the city centre was restricted; and
 - quality and contract control was significant in maintaining streets to the highest standard.

Setted repairs

- 3.3 Currently the Council operates both a temporary and comprehensive repair programme for setted streets. Temporary repair would be used where an annual inspection has identified a trip hazard or other health and safety issues. These repairs are undertaken with a tarmac infill. Comprehensive repairs are carried out as part of the capital renewals programme.
- 3.4 The Council and the construction industry have used a variety of methods and specifications for repairing setted streets over the years. Some of these specifications are very complex and costly. The Council does not currently have a consistent approach to repairs. More work is required to establish a range of specifications which takes into account the qualities of individual setted surfaces, including those with specific design features.

Safety and amenity

- 3.5 Safety concerns perceived by setted streets are important. There are concerns that setted surfaces are less skid resistant. Evidence to support this actually show (with reference to the background paper on stone paving) that fewer accidents take place as speeds tend to be much lower. Original setted carriageways can also be difficult to walk on. These surfaces can be re-laid to improve the walking environment.
- 3.6 Noise and vibration from setted streets has an impact on residential amenity. European noise legislation sets acceptable limits. Surveys in Edinburgh have been undertaken in the past. Noise levels increase as a result of defective surfacing and from bus and heavy vehicle use. Where setted streets are conserved and repaired the noise impact is reduced.

Funding and costs

- 3.7 The major repairs to setted streets are funded from the Road and Footway Capital Investment Programme. In 2016/17, approximately £1M has been allocated to sett renewals. A system of prioritisation is used to select setted streets for investment.
- 3.8 The cost of renewing setted streets is considerably higher than renewing with asphalt. This means that only a small number of setted streets can be renewed each year.
- 3.9 Small scale repairs to setted streets are funded from the Neighbourhood revenue roads budget. As with the capital investment, repairing setts puts significant pressure on these budgets. Often, this results in make safe repairs being carried out in setted streets with asphalt.
- 3.10 Whilst the cost of new stone surfacing is significantly more expensive than asphalt, it is recognised that well laid natural stone will yield long term maintenance savings.
- 3.11 It is suggested that a review of how renewals and maintenance to setted streets are currently funded is carried out. This should include the budget requirements for the repair of setted streets. In addition, it should explore how the Council can work with its partners at EWH and Historic Environment Scotland (HES) to source funding from Europe.

Workmanship, durability and skills

- 3.12 Repairing setted streets requires specific skills. The majority of setted street repairs are undertaken by external contractors either from the Council's Framework for capital maintenance or through a tender. Experience shows that only some of these contractors have the skills available. Utility companies currently undertake their own repairs and use a range of contractors which can lead to a range of reinstatement specifications being used.

- 3.13 EWH's traditional skills programme and the Council's Capital Skills programme could provide the opportunity to regain some of the skill base for setted street repair that has been lost.
- 3.14 There are concerns about the durability of repairs and maintenance. The original Royal Mile scheme and the first of the two sections repaired on Henderson Street in Leith have failures, whereas the replaced surfaces on the repaired Royal Mile, from Cockburn Street to St Giles Street, and Howe Street, for example, are not showing signs of deterioration.

Sustainability

- 3.15 Supplying reclaimed setts and new material for setted streets from local sources is not always possible. Reclaimed setts are scarce and, although there are local suppliers in Scotland, the size and materials do not always match those on Edinburgh Streets. It is, therefore, essential that the Council continues the practice of retaining a stock of reclaimed setts and builds on relationships with local suppliers to ensure it can maintain the city's setted streets.
- 3.16 New materials are sourced from a range of suppliers. Granite in particular tends to be sourced from outside the UK. Granite setts have been increasingly sourced from China and Portugal. It is important that the Council specifications are co-ordinated and consistent to ensure the surfaces can be maintained easily.

Way forward

- 3.17 Edinburgh is required to safeguard the Outstanding Universal Value of the World Heritage Site and to maintain and enhance the appearance of conservation areas, of which setted streets are a significant part of its authenticity. There are issues around the costs, funding and how the city's setted streets are maintained and managed.
- 3.18 The Council's Streetscape Working Group, which comprises of officers from Transport and Planning, has held special meetings with representatives from EWH and HES to discuss the issues and possible solution. Best practice review has also demonstrated that there may be better ways to tackle these issues. In order to maintain the city's setted streets, in the future, it is suggested that the following actions should be pursued:
- raise awareness of the cultural and economic value of the setted street asset;
 - prepare and compile an up to date survey of the condition of setted streets and review the traffic use on setted streets to assess where changes would help the long term management;
 - establish a range of specifications for the repair and maintenance of setted streets, including laying of setts, jointing and re-using or re-facing setts to improve the walking surface, for example;

- improve in-house maintenance skills, drawing on EWH and Capital Skills programmes, to enable repairs to be tackled at an early stage and avoid significant comprehensive repairs;
 - review current budgets and funding and work with partners to build up additional funding and resource for maintenance; and
 - review the Framework contracts to ensure that a consistent specification is used for repairs and consider increasing the maintenance liability period to ensure better quality results.
- 3.19 The Council is developing the next stages of the Edinburgh Street Design Guidance. This provides a suitable opportunity to review these proposals in the form of a strategy for setted streets.
- 3.20 A further report should be submitted to this Committee in Autumn 2016 to update on the progress being made with the approach to setted street maintenance and repair.

Measures of success

- 4.1 Addressing the proposals will result in:
- Positive improvements against the WHS OUV indicators;
 - Improvements to data management;
 - Quality and performance of maintenance operations;
 - Improved skills;
 - Reductions in wear and tear of the asset;
 - Building up funding;
 - Improvements in quality and reductions in maintenance liability;
 - Residential amenity with a reduction in complaints as a result of noise; and
 - Improved pedestrian environment with more walkable surfaces.

Financial impact

- 5.1 The cost of renewals of setted streets is funded from the existing Road and Footway Capital Investment Programme.

Risk, policy, compliance and governance impact

- 6.1 The loss of setted assets and the failure to maintain and enhance conservation areas is a risk the outstanding universal value of the WHS.

- 6.2 Improving the approach and mechanisms to the way the Council maintains setted streets would remove the risk from increasing costs resulting from increasing deterioration of the roads asset.

Equalities impact

- 7.1 A review of setted street management and maintenance will have a positive impact on human rights through potential improvements to health, physical security, education and learning and could provide for productive and valued activities.
- 7.2 Improvements would also bring positive impacts to the elderly and those with disabilities from improved walking surfaces.

Sustainability impact

- 8.1 The impacts 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 on actions in this report will help to reduce carbon emissions, for example, the project design will seek to reduce energy and use improved materials;
 - The proposals in this report will increase the city's resilience to climate change impacts by retaining original materials;
 - The proposals in this report will help achieve a sustainable Edinburgh because the design aims to improve setted streets for all users and deliver improvements to materials;
 - The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm are recognised as being key to economic wellbeing; and
 - The proposals in this report will assist in improving social justice by improving public space and access for all.

Consultation and engagement

- 9.1 Special meetings of the Council's Streetscape Working Group have taken place to review the issues relating to setted streets, involving staff from across Council departments and representatives from partner organisations EWH and HES. Council officers have also liaised with staff from the City of Krakow to share experience and best practice on the preservation and maintenance of setted assets.

9.2 Consultations have been used to gauge public opinion on setted streets in local areas in Portobello and Queensferry.

Background reading/external references

'Setts in the City', final draft version of Edinburgh World Heritage Publication.

'Current issues in the revival of traditional stone paving', article in Context magazine - issue 56. http://ihbc.org.uk/context_archive/56/stonepaving/tradit.html.

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Links

Coalition pledges	P27 - Seek to work in full partnership with Council staff and their representatives P31 - Maintain our city's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage
Council outcomes	CO6 - A creative, cultural capital CO9 - An attractive city CO12 - A built environment to match our ambition CO13 - Transformation, Workforce, Citizen and partner engagement, Budget
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - Schedule of setted streets Appendix 2 - Krakow Study Visit

Schedule of Setted Streets

Appendix 1

Street Name	How is it setted?	Notes	Link to Streetview image
Abbey Lane	Partially setted	Y-shaped road. Only the smaller fork is setted - between Lower London Rd and where it joins the other fork of the street. <u>One tarmac patched area.</u>	https://www.google.co.uk/maps/@55.95657,-3.166965,3a,75y,58.56h,74.56l/data=!3m4!1e1!3m2!1scMBiF1fMBk22WV_9wfraJDAI2e0?hl=en
Academy Park	Partially setted	Setted between junction with Easter Rd and entrance to Leith Academy	https://www.google.co.uk/maps/@55.967819,-3.167185,3a,75y,122.32h,72.4l/data=!3m4!1e1!3m2!1s4gPMVpXUHV1kx15KOFfAAI2e0?hl=en
Academy Street	Fully setted	Setted the whole of the street. Various tarmac patched areas. One being a long strip in the middle of the road. The street continues to Wellington Street which is also setted.	http://goo.gl/maps/u2EHX
Adelphi Place	Partially setted	Small section of the road is setted. Situated at the North end of the cottages and behind Bailevfield Crescent.	http://goo.gl/maps/bMcwi
Admiralty Street	Partially setted	Only the middle of the street is setted. Both ends are tarmac. Fairly good condition with one tarmac patched area.	http://goo.gl/maps/cVXMK
Ainslie Place	Partially setted	Circle shaped street. Three quarters of this street is tarmaced - South-West to East. Good condition.	http://goo.gl/maps/kwSUs
Albany Lane	Fully setted	Full street is setted. Good condition.	http://goo.gl/maps/yb5LV
Albany Street Lane	Partially setted	The street runs East to West. Entrance at the East from Broughton Street is setted for about 2 metres in. Then the street is tarmaced until it reaches Albany Lane. The West side from Albany Lane is fully tarmaced.	http://goo.gl/maps/FkPAb
Albert Street	Partially setted	Entrance from Easter road is tarmaced. The majority of the street is tarmaced. Small sections of setted streets appear but seem to be a traffic reduction method. Majority of these have large tarmac patches.	http://goo.gl/maps/QINht
Albert Terrace	Fully setted	Fully setted apart from the beginning and end of the street - both sections. Two small tarmac areas also.	http://goo.gl/maps/3Jbv0
Allan Street	Partially setted	Fully setted until the road comes to a point. It is then paved over - small section.	http://goo.gl/maps/dSOZ8
Anderson Place	Partially setted	Half the street is setted. The North entrance from West Bowling Green Street is setted but becomes tarmaced fairly quickly. Then half way down and to the South side it is setted. Red speed bumps break the setted streets however - including one at the South entrance from Bonnington Road.	http://goo.gl/maps/FAH9v
Ann Street	Fully setted	One tarmac patched area.	http://goo.gl/maps/tQu44
Annandale Street Lane	Partially setted	Entrance from MacDonald Road is setted. Then there are two small strips going across the road at two different points.	http://goo.gl/maps/11OoK
Annfield	Fully setted	Fully setted. Nothing to say about it.	http://goo.gl/maps/wzIM0
Annfield Street	Partially setted	East Entrance is tarmaced, and this continues so a little bit. The rest of the street is fully setted.	http://goo.gl/maps/pMMbs
Argyle Street	Fully setted	fully setted. No tarmac patch areas.	http://goo.gl/maps/OTSi4
Assembly Street	Partially setted	T-shaped road. Two entrances from Baltic Street are tarmaced. The last end which leads to the car park is also tarmaced.	http://goo.gl/maps/CoQF2
Atholl Crescent Lane	Partially setted	Fully setted except for tarmac sections at both entrances	
Avondale Place	Fully setted	Fully setted. No tarmac patches. Good condition.	http://goo.gl/maps/BZvf4
Bakehouse Close	Partially setted	L shaped Close. Fully setted apart from a strip coming from Canongate which is paved and seems to be a footpath	http://goo.gl/maps/9DL0t
Baker's Place	Fully setted	Good condition	http://goo.gl/maps/PfQVg
Balmoral Place	Fully setted	Good condition (also the same street as Collin's Place - different sides)	http://goo.gl/maps/WhPQA
Bangor Road	Partially setted	Was once fully setted apart from the entrance from Great Junction Street. Now largwe tarmac areas. Conditions seems worse at West end of the street.	http://goo.gl/maps/5SGmo
Barony Place	Fully setted	Fully setted. Small side lane - in good condition.	http://goo.gl/maps/D7zgv
Barony Street	Fully setted	Good condition until the end of the road where car garages are.	http://goo.gl/maps/X0Hcb
Bath Road	Partially setted	Half the road is setted. The entrance to the road from Salamander Street is not. Then it becomes setted half way along. After that is has been tarmac over	http://goo.gl/maps/ggX4m
Bathfield	Partially setted	The street is in a U-shape. The crescent part is a new development and paved road. The other two parts of the road are fully setted	http://goo.gl/maps/D9DaQ
Belford Mews	Fully setted	Good condition	http://goo.gl/maps/nlOC2

Belford Park	Partially setted	A very small strip at the entrance to this road is setted. 1/2 metres max.	http://goo.gl/maps/WZ8ro
Belgrave Crescent	Partially setted	Only the entrance of the road is setted.	http://goo.gl/maps/BBhN5
Belgrave Crescent Lane	Fully setted	Fully setted. Although along the full way there's drainage slabbing type things.	http://goo.gl/maps/VDuFC
Belgrave Mews	Fully setted	Good condition	http://goo.gl/maps/KXJXU
Belgrave Place	Partially setted	The street runs South to North. The North half is setted. South half is tarmac	http://goo.gl/maps/EHWsU
Bell Place	Fully setted	Good condition	http://goo.gl/maps/gqZzE
Bellevue Terrace	Partially setted	Half of this street is setted. From the entrance at E Claremont Street it is setted. Then a new development of housing is there which has tarmac road	http://goo.gl/maps/OmWms
Bell's Brae	Partially setted	Half the street is setted. The other half is tarmac. The half that is tarmaced is from the entrance at Queensferry Road	http://goo.gl/maps/ZYPJc
Bingham Crossway	Partially setted	One small section is setted. Looks like a speeding measure. Located near the entrance of the street.	http://goo.gl/maps/AIBVH
Bingham Place	Partially setted	One small section is setted. Looks like a speeding measure. Located near the entrance of the street.	http://goo.gl/maps/VUGk2
Blacket Avenue	Partially setted	Two setted areas. One at the entrance from Dalkieth Road. The other at the crossroads where Blacket Place meets the street	http://goo.gl/maps/skZD2
Blackfriars Street	Fully setted	One tarmac patch near the bottom of the Street at the Cowgate end	http://goo.gl/maps/vpXbc
Blair Street	Fully setted	Two different types of setting is seen on this street. The top end where the entrance meets South Bridge is newer.	http://goo.gl/maps/OQUBa
Bonnyhaugh Lane	Partially setted	L-shaped road. The one section is setted - where it meets Newhaven Road	http://goo.gl/maps/S31s5
Boroughloch	Partially setted	Fully setted except for section at Causewayside end which is tarmac	
Borthwick's Close	Partially setted	Part of Borthwick's Close between north & south sections of Tron Square is setted.	
Bowmont Place	Fully setted	Good condition - the end of the road (I think isn't classed as Bowmont has large tarmac patches)	http://goo.gl/maps/wdXrY
Boyd's Entry	Fully setted	Good condition	http://goo.gl/maps/8ZuPf
Braehead Crescent	Partially setted	Only one small strip is set. Seems like a traffic measure.	http://goo.gl/maps/swVtw
Braehead Grove	Partially setted	Only the entrance from Whitehouse Road is setted like a speed bump. Newer setting.	http://goo.gl/maps/q0qdZ
Braehead Road	Partially setted	Only the entrance from Whitehouse Road is setted like a speed bump. Newer setting.	http://goo.gl/maps/Szke9
Braid Road	Not setted		
Brandfield Street	Partially setted	The eastmost end is setted for approx 25m or thereby. Rest is asphalt	
Bread Street Lane	Fully setted	Couple tarmac patches	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Brighton Place	Fully setted	Fully setted apart from the entrance at the North side of the street where it meets the crossroads.	http://goo.gl/maps/rHN0k
Brighton Street	Partially setted	Fully setted apart from the entrance which is tarmac. There are a couple horizontal tarmac patches also.	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Broad Wynd	Partially setted	Fully setted apart from a section at the East end of the street which is for parking.	http://goo.gl/maps/BgnVI
Broomyknowe	Partially setted	Two small strips along this cul-de-sac. Seem like a traffic measure.	http://goo.gl/maps/wp1ma
Broughton Market	Fully setted	Good condition	http://goo.gl/maps/somlL
Broughton Place	Fully setted	Good condition	http://goo.gl/maps/KLizE
Broughton Place Lane	Fully setted	Good condition	http://goo.gl/maps/r5XgZ
Broughton Street Lane	Fully setted	Not the best condition - some pot holes.	http://goo.gl/maps/evKka
Bruce Street	Fully setted	Good condition	http://goo.gl/maps/WxLRO
Brunswick Road	Partially setted	Setted speed bumps every 50 yards or all the way along	http://goo.gl/maps/myWl3
Brunswick Street Lane	Partially setted	The lane is fully setted and in good condition. Apart from the entrance	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Bruntsfield Avenue	Fully setted	Fully setted and in good condition apart from both entrances which are tarmac	http://goo.gl/maps/97YQA
Bruntsfield Gardens	Fully setted	Fully setted and in good condition apart from both entrances which are tarmac	http://goo.gl/maps/5fkOT
Buccleuch Place	Fully setted	Good condition	http://goo.gl/maps/l6ixx
Buccleuch Place Lane	Fully setted	Good condition	http://goo.gl/maps/holkr


Buckingham Terrace	Partially settled	Crescent shaped street - East half of the crescent is fully settled until it meets Oxford Terrace. The street then becomes tarmac until it meets Belgrave Place at the west end of the street. Then the entrance becomes tarmac again.	http://goo.gl/maps/2spfW
Bull's Close	Partially settled	Small strip on the left of the lane that is settled.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Burgess Street	Fully settled	Good condition	http://goo.gl/maps/obYJc
Burlington Street	Fully settled	Poor condition with large tarmac strips	http://goo.gl/maps/CFG6X
Cadiz Street	Partially settled	T-shaped street. The top of the T is settled. The line running down is a new development and only the entrance of this is settled.	http://goo.gl/maps/c1WJU
Calton Hill	Fully settled	This refers to the street between Calton Road at Leith Street to Regent Road	
Calton Hill - the street named Calton Hill is fully settled but not referred to here - see next record	Partially settled	This refers to the unnamed (on GIS) road from the entrance at Regent Road - leading up to the top of the hill. It has a settled channel about one foot in to the road on the left hand side. This carries on until the top of the road when it curls round to the left	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Calton Road	Partially settled	Only sett from the entrance of Abbeyhill to Lochend Close	http://goo.gl/maps/6W7yc
Campbell's Close	Fully settled	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Canon Lane	Fully settled	Good condition	http://goo.gl/maps/dlSrn
Canon Street	Fully settled	Good condition	http://goo.gl/maps/2OOIB
Canongate	Partially settled	One small circle of settled street at the bottom of the Canongate	http://goo.gl/maps/sDX8J
Carberry Place	Partially settled	L-shaped road. The first section coming from West Catherine Place is fully settled. The second section is not settled.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Carlton Street	Fully settled	Good condition	http://goo.gl/maps/JGEjK
Carlton Terrace	Fully settled	Good condition	http://goo.gl/maps/nlQPT
Carlton Terrace Brae	Partially settled	Only the top of the street is settled, where it meets Royal Terrace	http://goo.gl/maps/426tQ
Carlton Terrace Lane	Fully settled	Good condition	http://goo.gl/maps/seOdC
Carlton Terrace Mews	Fully settled	Good condition	http://goo.gl/maps/PJYO7
Carmichael Place	Uncertain	Can't get into the street on Google Maps. From what can be seen this is a new development with no settled streets - however according to the drawings while the road is expected to be asphalt, the parking bays that are adopted are shown as block or sett	http://goo.gl/maps/YVd9Z
Carpet Lane	Fully settled	Good condition	http://goo.gl/maps/4tnnG
Castle Street	Fully settled	Good condition	http://goo.gl/maps/Monfz
Castlehill	Fully settled	Two tarmac patches (quite large) just outside The Witchery.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Cathcart Place	Partially settled	fully settled apart from the entrance at Dalry Road.	http://goo.gl/maps/etCzg
Chapel Lane	Fully settled	Good condition	http://goo.gl/maps/HTzpx
Charlotte Lane	Fully settled	A couple tarmac patches	http://goo.gl/maps/E71Xg
Cheyne Street	Fully settled	Good condition	http://goo.gl/maps/98GRd
Chuckie Pend	Fully settled	One patch where the bricks are missing from.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Church Hill	Partially settled	Church Hill branch between Greenhill Gdns & Pitsligo Road is partly settled. It has diff Usage so have added this record	
Circus Gardens	Fully settled	Good condition	http://goo.gl/maps/acWrl
Circus Lane	Fully settled	Good condition	http://goo.gl/maps/QzgF5
Circus Place	Fully settled	Good condition	http://goo.gl/maps/Jtevg
Claremont Grove	Partially settled	Small section of the road at its junction with East Claremont Street is settled (to back of f/w) - most of road is tarmac	
Clarence Street	Partially settled	Fully set apart from at both entrances	http://goo.gl/maps/oa0OA
Clinton Road	Partially settled	Fully set apart from at both entrances	http://goo.gl/maps/2Cq5P
Coates Crescent	Partially settled	East side of the crescent has half of the road settled. The other half is tarmac.	http://goo.gl/maps/z0Fv1
Coates Gardens	Partially settled	Fully settled until you reach the north half of the street at the entrance from Falington Crescent.	http://goo.gl/maps/Egz9B
Coburg Street	Partially settled	Two large sections of the road are settled. The rest is tarmac	http://goo.gl/maps/SaiUp
Cochran Terrace	Fully settled	Good condition	http://goo.gl/maps/8tOq4
Cockburn Street	Fully settled	Good Condition	http://goo.gl/maps/PwwyN
Collins Place	Fully settled	Good condition	http://goo.gl/maps/XbN1d
Colville Place	Fully settled	Good condition	http://goo.gl/maps/a4uc1

Comely Bank Avenue	Fully settled		
Comely Bank Place	Fully settled	Good condition	http://goo.gl/maps/RzK2x
Comely Bank Place Mews	Fully settled	Good condition	http://goo.gl/maps/8aT4c
Comely Bank Terrace	Partially settled	Narrow settled strips at both Comely Bank Avenue ends but majority of road is tarmac	
Connaught Place	Partially settled	From the entrance at Ferry Road it is settled until the new development comes in at Dalmeny Road	http://goo.gl/maps/NYVtd
Constitution Street	Partially settled	Only set from Bernard Street to Tower Street - large tarmac areas	http://goo.gl/maps/Bt8fR
Cooper's Close	Partially settled	Fully settled apart from the entrance from Canongate. The entrance as small strips at the edge of the pedestrian walkway	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Cornwall Street	Partially settled	Fully settled apart from at the entrance at Castle Terrace.	http://goo.gl/maps/Q1rG3
Cornwallis Place	Fully settled	Good condition	http://goo.gl/maps/yWn6T
Couper Street	Partially settled	Fully set from the entrance at Coburg Street but at the top of the Street it is unset	http://goo.gl/maps/CTPve
Cramond Road North	Partially settled	There's a parking area - is that settled? Main road is not settled. However there is a cul-de-sac serving Nos.16-22 off the east side of the road. The road is asphalt but the parking bays & parking area to the rear are block paving. Bus weighting given is for the main part of the road - obviously the cul-de-sac would be just 1.00	http://goo.gl/maps/bvKON
Cranston Street	Fully settled	Some bumpy areas but okay condition	http://goo.gl/maps/HYv3y
Cromwell Place	Partially settled	Fully settled apart from entrance to the street	http://goo.gl/maps/Ths5I
Cumberland Street North East Lane	Fully settled	Good condition	http://goo.gl/maps/HUPaQ
Cumberland Street North West Lane	Fully settled	Good condition with one tarmac patch	http://goo.gl/maps/fOagI
Cumberland Street South East Lane	Partially settled	U-shaped street. Only thr two entrances are settled	http://goo.gl/maps/e8EaP
Cumberland Street South West Lane	Fully settled	Good condition with one tarmac patch	http://goo.gl/maps/stWQa
Dalmeny Street	Partially settled	Mainly settled with large horizontal tarmac areas. From Easter Road entrance the street is mainly tarmac until it reaches about a third of the way in	http://goo.gl/maps/JrkKq
Damside	Partially settled	This is at Dean Village. One entrance street with 4 streets that come off of it - all called Damside. Only the main street leading in and one of the 4 leading off (heading south) is settled. The rest is tarmac	http://goo.gl/maps/ybE15
Danube Street	Fully settled	Good condition	http://goo.gl/maps/ZwtLg
Darnaway Street	Fully settled	Good condition	http://goo.gl/maps/oB8Tu
Davie Street	Partially settled	Full settled apart from the entrance.	http://goo.gl/maps/PsYT9
Dean Park Crescent	Fully settled	Good condition	http://goo.gl/maps/q9BYv
Dean Park Mews	Partially settled	The entrance street into the Mews is tarmac. The two streets which have the Mews are both fully settled and in good condition	http://goo.gl/maps/gM3Z2
Dean Path	Partially settled	Only half the street is settled. From Bell's Brae to Dean Village.	http://goo.gl/maps/XaySK
Dean Street	Fully settled	Couple tarmac patches	http://goo.gl/maps/w4THQ
Dean Terrace	Fully settled	Good condition	http://goo.gl/maps/sil2W
Devon Place	Fully settled	Good condition	http://goo.gl/maps/FV6EW
Dewar Place Lane	Partially settled	Fully settled apart from entrance at both sides.	http://goo.gl/maps/KB2j7
Dickson Street	Partially settled	Set until the street is inbetween Iona and Dalmeny. One tarmac patch also	http://goo.gl/maps/xWcqp
Dock Street	Fully settled	One tarmac patch area.	http://goo.gl/maps/pGB7I
Doune Terrace	Fully settled	Good condition	http://goo.gl/maps/bjGmN
Downfield Place	Fully settled	One tarmac area	http://goo.gl/maps/5svwn
Drummond Place	Fully settled	Good condition	http://goo.gl/maps/cnGGj
Drummond Street	Fully settled	Good condition	http://goo.gl/maps/vlqpB
Dryden Terrace	Partially settled	Only the entrance is settled - speed bump measure	http://goo.gl/maps/KLRsp
Dublin Meuse	Partially settled	Fully settled and in a good condition apart from the entrance of the streets at Dublin Street - this is tarmac.	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Settled Streets\First Half (Mary)\Pictures
Dublin Street Lane North	Partially settled	Fully settled until the end of the street has a new development on it.	http://goo.gl/maps/3mp67
Dublin Street Lane South	Partially settled	Fully settled apart from the entrance at Dublin Street	http://goo.gl/maps/2lyDK
Dudley Avenue South	Fully settled	Fully settled - but joins Dudley Avenue which is tarmac	http://goo.gl/maps/2H6kE
Dudley Bank	Partially settled	Small strip of the entrance is settled from the main road	http://goo.gl/maps/THm9I
Duff Street	Fully settled	One tarmac patch	http://goo.gl/maps/9Tefn
Dumbiedykes Road	Partially settled	One strip of settled street at the entrance where the road meets Holyrood Road.	http://goo.gl/maps/9MptE


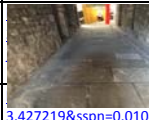
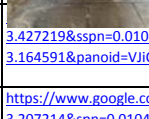

Dunbar's Close	Fully setted	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Dundonald Street	Fully setted	One tarmac patch	http://goo.gl/maps/q8g2U
Dunedin Street	Partially setted	A tarmac speed bump is placed in the centre of this street. Fully setted otherwise.	http://goo.gl/maps/gwWJP
Dunrobin Place	Fully setted	Good condition with one tarmac patch	http://goo.gl/maps/Qyngx
Durham Place Lane	Partially setted	One horizontal strip at the entrance of this lane from Park Avenue	http://goo.gl/maps/ehibu
East Adam Street	Partially setted	Fully setted apart from the entrance from the Pleasance	http://goo.gl/maps/oIQTe
East Brighton Crescent	Partially setted	Small strip at the entrance of this street from Brighton Place	http://goo.gl/maps/nZ79n
East Claremont Street	Partially setted	Traffic islands in the middle of the street. Also at the entrance of the street from Broughton Road is tarmac.	http://goo.gl/maps/MfVME
East Cromwell Street	Fully setted	Good condition	http://goo.gl/maps/p3ugb
East London Street	Partially setted	Large section is tarmac from the entrance at Broughton Street. The rest is fully setted	http://goo.gl/maps/lhC4Z
East Market Street	Partially setted	Setted from the start of the arches coming from the west. Good condition until it reaches Waverley court where large patches of tarmac have been placed. Half of the street is setted for a while then fully tarmac	http://goo.gl/maps/8Q393
East Montgomery Place	Partially setted	Fully set and in a good condition apart from both entrances which are tarmac. No - 1 entrance is block paving.	http://goo.gl/maps/tgU1I
East Preston Street Lane	Fully setted	Good condition	http://goo.gl/maps/nH1fc
East Silvermills Lane	Fully setted	Good condition	http://goo.gl/maps/sDkop
Eastfield	Partially setted	Setted strip outside the car garage where the road meets Milton Road East	http://goo.gl/maps/m7k9u
Eden Lane	Partially setted	Fully setted apart from at the entrance	http://goo.gl/maps/uDBQT
Eglinton Crescent	Partially setted	Majority of Eglinton Cres is unsetted but the section(also part of Glencairn Cres) at the eastmost end between Palmerston Place & the point at which the road separates into Eglinton Cres & Glencairn Cres is mostly setted except for a section at Palmerston Place end	
Eglinton Street		DEMOLISHED - no longer exists; area redeveloped	
Egypt Mews	Fully setted	Good condition	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Elbe Street	Partially setted	Fully setted aaprt from both entrances. Quite a few tarmac patches	http://goo.gl/maps/FX7i1
Elcho Terrace	Partially setted	There's a small setted strip at each entrance to the street.	http://goo.gl/maps/q2tH6
Elgin Street	Partially setted	Fully setted apart from a large red speed bump in the middle of the road. Also a small tarmac patch is here.	http://goo.gl/maps/Oo20R
Ellen's Glen Loan	Partially setted	Not setted apart from two/three small tarmac strips which go horizontally across the road. This is found at the far end of the cul-de-sac road	http://goo.gl/maps/4kfdp
Elm Row	Fully setted	One tarmac strip at the entrance from Montgomery Street	http://goo.gl/maps/ykQQI
Eyre Crescent	Fully setted	Good condition	http://goo.gl/maps/QIKnP
Eyre Place	Partially setted	Large tarmac strip at Dundas Street end. Thereafter the road is fully setted to Canon Street. Eastwards of Canon Street it is tarmac.	http://goo.gl/maps/4b4G9
Fettes Row	Partially setted	The street is split in two parts by Dundas Street. The east side is fully setted. The west side is partially setted - the entrance from Dundas Street is tarmac and at the end of this side it becomes pedestrianised by the new development	http://goo.gl/maps/OovfZ
Fishmarket Square	Fully setted	Good condition	http://goo.gl/maps/XpC9w
Forres Street	Fully setted	Good condition	http://goo.gl/maps/em2hO
Forrest Hill	Fully setted	Fully setted with tarmac strips to the entrance.	http://goo.gl/maps/YOH5c
Forsyth's Close	Partially setted	The entrance where it meets Canongate is setted.	G:\CDev\Planning\DevPlan\BUILT & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Fort House		New development - not sure on the changes there?	
Forth Street	Fully setted	Good condition	http://goo.gl/maps/OVuVI
Fox Street	Fully setted	Good condition	http://goo.gl/maps/4VX4J
Galloway's Entry	Partially setted	The entrance to this street is setted. Good condition.	http://goo.gl/maps/BhK60
Gayfield Close	Fully setted	Good condition	
Gayfield Place Lane	Partially setted	Fully setted and good condition with drained type tiling down the centre of the street	http://goo.gl/maps/CRFv5
Gayfield Square	Partially setted	U-shaped street. Fully setted apart from the two entrances as there is strips from speed bumps.	http://goo.gl/maps/bH6IR
Gayfield Street	Fully setted	Large tarmac area in the centre of the street.	http://goo.gl/maps/5nIU
Gayfield Street Lane	Fully setted	Fully setted and good condition with drained type tiling down the centre of the street.	http://goo.gl/maps/bwWiR

Gentle's Entry	Fully setted	Entrance from Holyrood Road is setted differently from the rest of the road although it is all setted	http://goo.gl/maps/puWOr
George IV Bridge	Strip down middle	There's a strip down the middle of most of this street.	http://goo.gl/maps/rv9AZ
George Square	Partially setted	Fully setted and good condition apart from the north-east corner and south west corner of the square which is tarmac.	http://goo.gl/maps/wMSoV
George Square Lane	Partially setted	small part is setted where it meets Meadow Lane. Section running east- west between George Sq towards the private section at Middle Meadow Walk is also setted.	http://goo.gl/maps/CwuaO
George Street	Strip down middle	There's a strip down the middle of most of this street.	http://goo.gl/maps/ttrSl
Gibb's Entry	Partially setted	Narrow setted strip at entrance with Simon Square/Howden St. Rest is tarmac	
Giles Street	Partially setted	U-shaped street. The both entrances are setted. The west entrance carries down for a little bit. End on parking is setted too.	http://goo.gl/maps/GCyRk
Gilmour Street	Fully setted	Good condition	http://goo.gl/maps/MZ7Wq
Glen Street	Partially setted	Setted until apart from the end of the street (dead end). Tarmac patches also.	http://goo.gl/maps/wBRxG
Glenfinlas Street	Fully setted	Good condition	http://goo.gl/maps/xAIKK
Glenisla Gardens Lane	Partially setted	Only the entrance is setted.	http://goo.gl/maps/V4tNH
Gloucester Lane	Fully setted	Good condition	http://goo.gl/maps/qDJ9z
Gloucester Place	Fully setted	Good condition with two tarmac patches.	http://goo.gl/maps/16Mxe
Gloucester Square	Fully setted	Good condition	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Gloucester Street	Fully setted	Good condition	http://goo.gl/maps/13mGT
Gordon Street	Partially setted	Setted parking areas at the south of the street.	http://goo.gl/maps/T18Am
Graham Street	Partially setted	Fully setted apart from the entrance with large tarmac patches.	http://goo.gl/maps/DtIiH
Grange Court Lane	Partially setted	Also known as Causewayside Lane or Causewayside. Fully setted except for tarmac section at junction with Causewayside & also where it meets entrance to Grange Court	
Grange Loan	Partially setted	Setted at the entrance from Ratcliffe Terrace & where Grange Loan meets Blackford Ave. Between Blackford Avenue and South Lauder Road there are setted horizontal strips	http://goo.gl/maps/2l98n
Grassmarket	Partially setted	On the south side of the Grassmarket area, the main thoroughfare is tarmac with setted layby parking on the north side of the east bound carriageway. On the north side of the Grassmarket the c/w is fully setted & sizeable sections of the middle of the Grassmarket are also setted	http://goo.gl/maps/99Yqy
Great King Street	Fully setted	Fully setted but a gap in the road where Dundas street cuts through the street which is tarmac.	http://goo.gl/maps/0EGLs
Great Michael Close	Fully setted	Good conditions. Not setted at the car park at the bottom of the street.	http://goo.gl/maps/0GCwu
Great Stuart Street	Partially setted	One tarmac patch. Then at the entrance from Ainslie Place there's a large tarmac area.	http://goo.gl/maps/VVShI
Greenlaw Rig	Partially setted	Horizontal setted strips acting as a speed measure.	http://goo.gl/maps/y9gPW
Greenside Lane	Partially setted	Setted at the bottom of the hill.	http://goo.gl/maps/rLhE8
Greenside Row	Partially setted	The end of the street after the car park entrance is setted.	http://goo.gl/maps/nDEak
Grindlay Street	Partially setted	The entrance from Spittal Street is tarmac. From Cornwall Street to the Lyceum is not setted but block paving.	http://goo.gl/maps/SifzT
Grindlay Street Court	Fully setted	Two tarmac patches/potholes	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
Grosvenor Gardens	Partially setted	Mostly tarmac but there is a setted strip at the Rosebery Crescent end.	
Gullan's Close	Fully setted	Good condition	http://goo.gl/maps/xdjsO
Halmyre Street	Partially setted	Fully set down the main street. Two smaller streets leading off which are tarmac.	http://goo.gl/maps/bzCeq
Hampton Place	Fully setted	Good condition	http://goo.gl/maps/ilZ3g
Hardwell Close	Fully setted	Good condition	http://goo.gl/maps/V9C5h
Haugh Street	Partially setted	L-shaped road. The main part from the entrance is fully setted. The other leg is tarmac.	http://goo.gl/maps/LHw1m
Hawthornbank Lane	Partially setted	Half the street is setted from Dean Path	http://goo.gl/maps/YgCCo
Henderson Street	Partially setted	Two large tarmac areas but mainly setted.	http://goo.gl/maps/iXR9
Heriot Place	Fully setted	Good condition	http://goo.gl/maps/gxihS
Heriot Row	Partially setted	Street is split into two by Howe Street. West side of the street is fully setted. East side is tarmac.	http://goo.gl/maps/ADnIA





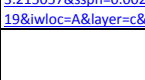

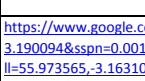

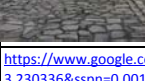
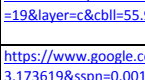

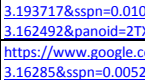
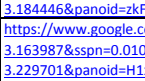


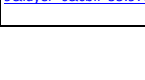
Heriothill Terrace	Fully setted	Good condition	http://goo.gl/maps/UrDX7
Hermard Crescent	Partially setted	First half of the street is setted (from the entrance). The second half is a newer development and is tarmac.	http://goo.gl/maps/wSgtM
High Riggs	Fully setted	Good condition	http://goo.gl/maps/hV8An
High School Wynd	Fully setted	Good condition	http://goo.gl/maps/SJOPc
High School Yards	Partially setted	Setted area from the entrance.	http://goo.gl/maps/fi67x
High Street	Fully setted	One tarmac patch in the middle of the road where it meets South Bridge.	http://goo.gl/maps/zuw07
High Street SQ	Fully setted	From Bellstane Lane Jct to No. 12 Edinburgh Road	
Hill Place	Fully setted	Good condition	http://goo.gl/maps/X1wpU
Hill Square	Fully setted	Good condition	http://goo.gl/maps/FqPLU
Hill Street	Fully setted	Three small tarmac patches (see link)	http://goo.gl/maps/eero1
Hill Street North Lane	Fully setted	Small tarmac patches.	http://goo.gl/maps/Ng7fa
Hill Street South Lane	Fully setted	Fully setted and good condition with drained type tiling down the centre of the street.	http://goo.gl/maps/UkGOX
Hope Lane North	Partially setted	The settedness has been tarmacd over. One strip at the entrance from Portobello High Street can be seen	http://goo.gl/maps/DuPdY
Hope Terrace	Partially setted	Fully set apart from at the entrance from Kilgraston Road.	http://goo.gl/maps/GscfP
Hopefield Terrace	Fully setted	Good condition	http://goo.gl/maps/9i0Qo
Hopetoun Crescent	Partially setted	Fully set apart from at the entrance from Annandale Street.	http://goo.gl/maps/pR1g0
Howden Street	Fully setted	Good condition	http://goo.gl/maps/2Fic4
Howe Street	Fully setted	Good condition	http://goo.gl/maps/o3lYt
Hugh Miller Place	Fully setted	There's two parts to this street and both are fully set and in good condition.	http://goo.gl/maps/NDw9E
Hunter Square	Fully setted	Good condition	http://goo.gl/maps/ji74L
Hunter's Close	Fully setted	Good condition	G:\CDev\Planning\DevPlan\Built & Natural Heritage\BUILT HERITAGE\Mary & Rebekah\2 Setted Streets\First Half (Mary)\Pictures
India Place	Fully setted	Good condition	http://goo.gl/maps/EDCCh
India Street	Fully setted	Good condition	http://goo.gl/maps/ZJS9x
Inverleith Place Lane	Partially setted	Fully setted apart from the entrance and with drained type tiling down the centre of the street.	http://goo.gl/maps/2Uxqp
Inverleith Terrace Lane	Partially setted	Entrance is tarmac and then set until around half way along the street.	http://goo.gl/maps/UePsJ
Iona Street	Partially setted	Fully set apart from the red speedbumps	http://goo.gl/maps/Ai0Qs
Jamaica Street	Fully setted	Fully setted at either end of Jamaica street north and south lane which connects to Howe street and India street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jamaica Street North Lane	Fully setted	This slightly curved street is fully setted linking to Jamaica street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jamaica Street South Lane	Fully setted	This straight street is fully setted connecting to Jamaica street.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
James Street Lane	Partially setted	Mostly tarmac, in bad condition - alot of pot holes. But there are narrow setted strips at either entrance to this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Jane Street	Partially setted	Setted from entrance at Leith walk all the way to the 2nd right exit (just before Greenham). Bonnington road all the way down to Greenham is tarmac.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John Street Lane	Partially setted	Mostly tarmac, in bad condition - alot of pot holes. But there are narrow setted strips at either entrance to this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John Street Lane West	Partially setted	Mostly tarmac, in good condition. There is a very narrow setted strip at the southern end of this road	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John's Lane	Partially setted	Mostly tarmac but setted 'channel' down east side of lane. Also on Googlemaps looks as if there are setts beneath the tarmac - showing through in places	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
John's Place	Partially setted	From the junction at Queen charlotte Street to Duncans Place is all tarmac. Part of branch to Wellington Place is setted at the Wellington Place end	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4gPMVPxUHV1kxt5KOFFAA&cbp=122.32,0.17.599998&output=classic&dg=ntvb
Johnston Terrace	Partially setted	At the beggening of Johnstone terrace where it is connected to lawnmarket, it is setted there after the pedestrian crossing it is tarmac.	https://www.google.com/maps?q=johnstone+terrace+edinburgh&hl=en&ll=55.948227,-3.197021&spn=0.000024,0.01929&sll=55.975946,-3.173186&sspn=0.010506,0.01929&hnear=Johnston+Terrace,+Edinburgh+EH1+2PW,+United+Kingdom&t=m&z=16&layer=c&cbll=55.948251,-3.196694&panoid=g0M1OhGV7hIzKWfH0FO2LGQ&cbp=12.87,2,0,14.32
Joppa Park	Partially setted	The road connect from Joppa Road to Morton street is fully setted, but the little turning (lane) coming off the main Road (still part of Joppa park) is not setted and is tarmac.	https://www.google.com/maps?q=Joppa+park,+Edinburgh,+United+Kingdom&hl=en&ll=55.949557,-3.098193&spn=0.002616,0.004823&sll=55.949713,-3.098383&sspn=0.001314,0.002411&hnear=Joppa+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18

Junction Place	Partially setted	It is setted all the way down from Great junction street apart from a little strip in the middle that is tarmac outside Dr Bell's.	https://www.google.com/maps?q=junction+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.971613,-3.174783&spn=0.000003,0.002411&sll=55.971571,-3.17455&sspn=0.002627,0.004823&hnear=Junction+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.971541,-3.174901&panoid=m-lazuCcd-GRMsaT8Lgi2w&cbp=12,359.24,0,20.32
Keir Street	Fully setted		https://www.google.com/maps?q=keir+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.945842,-3.196893&spn=0.000006,0.004823&sll=55.971541,-3.174901&sspn=0.001313,0.002411&hnear=Keir+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.945819,-3.197294&panoid=gvOgYy_E5MfUi1u4Vp6nVQ&cbp=12,236.7,0,13.62
Kemp Place	Fully setted		
King Street	Partially setted	Street mostly setted except for tarmac section at entrance with Great Junction Street, and extensive tarmac patching.	
King's Stables Lane	Partially setted	From the connection at Lady Wynd half way down the street is setted, and the rest is tarmac.	https://www.google.com/maps?q=King's+Stables+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946927,-3.198553&spn=0.000003,0.002411&sll=55.961813,-3.207815&sspn=0.005231,0.009645&oq=king's+stable,+Edinburgh,+United+Kingdom&hnear=King's+Stables+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946914,-3.198555&panoid=bnOsPOaWcnkYR5JslrOn&cbp=12,256.61,0,27.23
King's Stables Road	Partially setted	From junction at Grassmarket round to Reddog music (where the corner ends and becomes a straight road) is setted and from there on it is tarmac.	https://www.google.com/maps?q=King's+Stables+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.947208,-3.198041&spn=0.000006,0.004823&sll=55.946914,-3.198556&sspn=0.001314,0.002411&hnear=King's+Stables+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947247,-3.198193&panoid=HshSiiianwFoQQox5aC7rg&cbp=12,247.02,0,27.99
Lady Wynd	Fully setted		https://www.google.com/maps?q=Lady+Wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.946645,-3.198311&spn=0.000003,0.002411&sll=55.947247,-3.198191&sspn=0.002628,0.004823&oq=lady+wy&hnear=Lady+Wynd,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946645,-3.198311&panoid=gjskjq1QqhDRomVQsu3YQ&cbp=12,341.7,2,7.61
Lapicide Place	Fully setted		https://www.google.com/maps?q=Lapicide+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975779,-3.185171&spn=0.000006,0.004823&sll=55.975504,-3.186059&sspn=0.010506,0.01929&oq=lapicide,+Edinburgh,+United+Kingdom&hnear=Lapicide+Pl,+Edinburgh+EH6+4HE,+United+Kingdom&t=m&z=18&layer=c&cbll=55.975876,-3.184862&panoid=5_jgMtCHSHicgspOfexNkw&cbp=12,44.69,0,-7.81
Largo Place	Partially setted	It is mostly setted apart from the left turning and at the end of the street is tarmac.	 https://www.google.com/maps?q=largo+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.974615,-3.180488&spn=0.000012,0.009645&sll=55.88518,-3.342344&sspn=0.002633,0.004823&hnear=Largo+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974603,-3.180504&panoid=d891Dvr4kes8SZTRkNkw&cbp=12,62.74,0,34.91
Lauderdale Street	Fully setted		https://www.google.com/maps?q=Lauderdale+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.936322,-3.198929&spn=0.000024,0.01929&sll=55.936216,-3.19891&sspn=0.005258,0.009645&oq=lauderdale,+Edinburgh,+United+Kingdom&hnear=Lauderdale+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=16&layer=c&cbll=55.936322,-3.198929&panoid=YirGdpM8sYHUUfIL_DTbwQ&cbp=12,0,0,0
Laurel Terrace	Fully setted		
Laverockbank Terrace	Partially setted	Only a little part setted and thats at number 12 (on the bend).	 https://www.google.com/maps?q=Laverockbank+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.979234,-3.198929&spn=0.000006,0.004823&hnear=Laverockbank+Terrace,+Edinburgh+EH5+3BJ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.979234,-3.198929&panoid=crwWZz9BNFXSFloibNA&cbp=12,145.51,0,12.98
Laverockdale Park	Other	Strip horizontally at number 11.	 https://www.google.com/maps?q=Laverockdale+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&hl=en&ll=55.901285,-3.317787&sspn=0.334423,0.617294&hnear=Laverockdale+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.901272,-3.252512&panoid=Rbd6v5D2wsgwSK7F85buGA&cbp=12,287.58,0,6.6
Lawnmarket	Fully setted		https://www.google.com/maps?q=Lawnmarket,+Edinburgh,+United+Kingdom&hl=en&ll=55.949278,-3.193744&spn=0.000006,0.004823&sll=55.901273,-3.252511&sspn=0.005263,0.009645&oq=lawnma&hnear=Lawnmarket,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949195,-3.194095&panoid=LwJlyL5V1vTRCRJa3mNXw&cbp=12,279.09,0,6.51
Learmonth Gardens Lane	Fully setted		https://www.google.com/maps?q=learmonth+gardens+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.957037,-3.220054&spn=0.000006,0.004823&sll=55.949194,-3.194093&sspn=0.002628,0.004823&hnear=Learmonth+Gardens+Ln,+Edinburgh+EH4,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957037,-3.220054&panoid=wSzm24m9ABDPEuFobTKvw&cbp=12,90.44,0,-4.38
Learmonth Gardens Mews	Fully setted		https://www.google.com/maps?q=learmonth+gardens+mew,+Edinburgh,+United+Kingdom&hl=en&ll=55.956905,-3.215864&spn=0.000003,0.002411&sll=55.957037,-3.220054&sspn=0.002628,0.004823&hnear=Learmonth+Gardens+Mews&t=m&z=19&layer=c&cbll=55.95702,-3.215881&panoid=xbcb6Lm5loiURdT_Y0B5bQ&cbp=12,8.35,0,0
Learmonth Terrace	Partially setted	Section from west end of Learmonth Terrace east to east side of South Learmonth Ave is setted. Section from Comely Bank Ave north & west to No.6 Learmonth Terrace is also setted. The section area in between is tarmac-ed.	https://www.google.com/maps?q=learmonth+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.955381,-3.219987&spn=0.000006,0.004823&sll=55.957021,-3.21588&sspn=0.001314,0.002411&hnear=Learmonth+Terrace&t=m&z=18&layer=c&cbll=55.955393,-3.219717&panoid=KqaUSUMYprNu-1_ILbpiOw&cbp=12,83.03,0,12.71

Learmonth View	Fully setted		https://www.google.com/maps?q=learmonth+view,+Edinburgh,+United+Kingdom&hl=en&ll=55.955693,-3.217793&spn=0.000012,0.009645&sl=55.955984,-3.217841&sspn=0.005256,0.009645&hnear=Learmonth+View,+Edinburgh+EH4+1EY,+United+Kingdom&t=m&z=17&layer=c&cbll=55.955799,-3.217809&panoid=hUH3K42uO-itwg_mzcYaPQ&cbp=12,337.49,,0,5,11
Lee Crescent	Partially setted	Like East Brighton Crescent - small setted strip at junction with Brighton Place	
Lennox Street Lane	Fully setted		https://www.google.com/maps?q=lennox+street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.955348,-3.214509&spn=0.000006,0.004823&sl=55.955801,-3.217814&sspn=0.005256,0.009645&hnear=Lennox+St+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955306,-3.214564&panoid=SAcIPeUSNUO4sMY9NpUWQ&cbp=12,270.83,,0,22,63
Leslie Place	Fully setted		https://www.google.com/maps?q=leslie+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.957994,-3.210304&spn=0.010462,0.01929&sl=55.957636,-3.211634&sspn=0.002628,0.004823&hnear=Leslie+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=16
Lochend Close	Partially setted	Partly setted just before Calton road	https://www.google.com/maps?q=lochend+close,+Edinburgh,+United+Kingdom&hl=en&ll=55.952618,-3.178418&spn=0.000006,0.004823&sl=55.951825,-3.17809&sspn=0.001308,0.002411&hnear=Lochend+Close,+Edinburgh,+Midlothian+EH8+8BL,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95272,-3.178481&panoid=RTq5CuUhgjsx9mRECYHyHg&cbp=12,3.64,,0,5,21
London Street	Partially setted	the street is partly set with strips to the left and right of the road (where cars park).	https://www.google.com/maps?q=london+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.959186,-3.191601&spn=0.000003,0.002411&sl=55.952891,-3.178514&sspn=0.002628,0.004823&hnear=London+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.959211,-3.191336&panoid=WLuAbnfpPBbALTkO2xaA&cbp=12,111.32,,0,9,24
Lorne Street	Partially setted	The side connecting to St. Claires avenue is setted and the other half isn't.	https://www.google.com/maps?q=lorne+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.965699,-3.171734&spn=0.00523,0.009645&sl=55.966257,-3.173563&sspn=0.002627,0.004823&hnear=Lorne+St,+Edinburgh,+United+Kingdom&t=m&z=17
Lynedoch Place Lane	Fully setted		https://www.google.com/maps?q=Lynedoch+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.951531,-3.212771&spn=0.010464,0.01929&sl=55.951441,-3.212922&sspn=0.005256,0.009645&oq=lynedoch+pla,+Edinburgh,+United+Kingdom&hnear=Lynedoch+Pl+Ln,+Edinburgh,+City+of+Edinburgh+EH3+7PX,+United+Kingdom&t=m&z=16
Mackenzie Place	Fully setted		https://www.google.com/maps?q=Mackenzie+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.956102,-3.210025&spn=0.000006,0.004823&sl=55.951531,-3.212771&sspn=0.010464,0.01929&oq=macken,+Edinburgh,+United+Kingdom&hnear=Mackenzie+Pl,+Edinburgh+EH3+6TS,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95603,-3.210231&panoid=hAbbSA7wtmAYzIbH-Zoc_w&cbp=12,34.02,,0,16,82
Madeira Place	Fully setted		https://www.google.com/maps?q=Maderia+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975869,-3.182269&spn=0.000012,0.009645&sl=55.95603,-3.210229&sspn=0.002628,0.004823&hnear=Madeira+Pl,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975836,-3.182552&panoid=8OsiNatxof54y_YXOWU1DA&cbp=12,262.92,,0,6,31
Madeira Street	Fully setted		https://www.google.com/maps?q=Maderia+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.975797,-3.182173&spn=0.000012,0.009645&sl=55.95603,-3.210229&sspn=0.002628,0.004823&hnear=Madeira+Pl,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975373,-3.181608&panoid=21KNVnacXIBsp20-fe4WOA&cbp=12,127.06,,0,17,52
Main Street, Balerno	Partially setted	This street is mostly tarmac but has setted area at jnc with Ladycroft & also at the southmost end of the road.	https://www.google.com/maps?q=main+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.965452,-3.270364&spn=0.01046,0.01929&sl=55.966774,-3.268313&sspn=0.002627,0.004823&hnear=Main+St,+Edinburgh,+United+Kingdom&t=m&z=16
Malta Terrace	Fully setted		https://www.google.com/maps?q=Malta+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.959564,-3.209617&spn=0.000006,0.004823&sl=55.965452,-3.270364&sspn=0.01046,0.01929&oq=malta,+Edinburgh,+United+Kingdom&hnear=Malta+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959651,-3.209345&panoid=Yf-Ew_IoJ7xIP-eJetE7A&cbp=12,66.9,,0,13,09
Manderston Street	Partially setted	Most of the road is setted, but where the road connects to leith walk it is tarmac.	https://www.google.com/maps?q=manderston+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.968962,-3.17249&spn=0.000006,0.004823&sl=55.959651,-3.209344&sspn=0.002628,0.004823&hnear=Manderston+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.969056,-3.172803&panoid=SdDkC-2r1FdXySLDaOO_pg&cbp=12,327.47,,0,-2,4
Marchmont Street	Fully setted		https://www.google.com/maps?q=Marchmont+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.938695,-3.200809&spn=0.000003,0.002411&sl=55.969055,-3.172801&sspn=0.002627,0.004823&oq=march+street,+Edinburgh,+United+Kingdom&hnear=Marchmont+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.938857,-3.200906&panoid=ifA4PVKBa6zAYreOVL8A&cbp=12,73.09,,0,3,6
Maritime Lane	Partially setted	Half of the road which is connector to water street is setted, and the other half which connects to maritime street is tarmac.	https://www.google.com/maps?q=Maritime+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.974891,-3.169207&spn=0.002614,0.004823&sl=55.974849,-3.168456&sspn=0.002626,0.004823&oq=maritim,+Edinburgh,+United+Kingdom&hnear=Maritime+Ln,+Edinburgh+EH6+6SD,+United+Kingdom&t=m&z=18
Maritime Street	Partially setted	It is setted apart from junction with Maritime Lane & junction with Bernard Street which are both tarmac	https://www.google.com/maps?q=Maritime+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974591,-3.168654&spn=0.000012,0.009645&sl=55.974891,-3.169207&sspn=0.002614,0.004823&hnear=Maritime+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974772,-3.168548&panoid=RHcKJq82ud-THyThFRNdDg&cbp=12,2.62,,0,8,61

Marshall's Court	Fully setted		https://www.google.com/maps?q=Marshall's+Court,+Edinburgh,+United+Kingdom&hl=en&ll=55.95694,-3.184117&spn=0.000003,0.002411&sll=55.975197,-3.168115&sspn=0.001313,0.002411&oq=marshall,+Edinburgh,+United+Kingdom&hnear=Marshall's+Ct,+Edinburgh+EH1+3AL,+United+Kingdom&t=m&z=19&layer=c&cbll=55.95694,-3.184117&panoid=7BR0HHxYxgmBk4uCbEVDw&cbp=12,208.11,,0,1.4
Meadow Lane	Fully setted		 https://www.google.com/maps?q=Meadow+Ln,+Edinburgh,+United+Kingdom&hl=en&ll=55.942327,-3.185198&spn=0.000012,0.009645&sll=55.929518,-3.185198&sspn=0.001313,0.002411&oq=Meadow+Ln,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.942367,-3.185198&panoid=7BR0HHxYxgmBk4uCbEVDw&cbp=12,75.2,,0,23.77
Melville Street Lane	Partially setted	Entrance is tarmac, at end of the entrance there is a right turn & whole of the rest of the street is setted.	
Merchant Street	Fully setted		https://www.google.com/maps?q=merchant+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.94772,-3.191606&spn=0.000003,0.002411&sll=55.938685,-3.216226&sspn=0.010468,0.01929&hnear=Merchant+St,+Edinburgh,+Midlothian+EH1+2OD,+United+Kingdom&t=m&z=19&layer=c&cbll=55.947752,-3.191439&panoid=xgdCzXlw0wUxLdW33my-Fg&cbp=12,56.65,,0,25.44
Merchiston Grove	Fully setted		https://www.google.com/maps?q=Merchiston+Grove,+Edinburgh,+United+Kingdom&hl=en&ll=55.934287,-3.230093&spn=0.000006,0.004823&sll=55.947584,-3.192113&sspn=0.001308,0.002411&oq=merch+grove,+Edinburgh,+United+Kingdom&hnear=Merchiston+Grove,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.934206,-3.230278&panoid=-yVURG2z2u3JXlRppWkNA&cbp=12,205.27,,0,2.3
Merchiston Mews	Fully setted		https://www.google.com/maps?q=Merchiston+mews,+Edinburgh,+United+Kingdom&hl=en&ll=55.938526,-3.215749&spn=0.002617,0.004823&sll=55.938854,-3.215295&sspn=0.001314,0.002411&hnear=Merchiston+Mews,+Edinburgh,+United+Kingdom&t=m&z=18
Meuse Lane	Partially setted	From what i can see looks like half of the road is setted and the other half is tarmac. On GoogleMaps it looks like the whole road is tarmac.	https://www.google.com/maps?q=Meuse+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953204,-3.191539&spn=0.000003,0.002411&sll=55.952978,-3.193575&sspn=0.001314,0.002411&oq=meuse,+Edinburgh,+United+Kingdom&hnear=Meuse+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953297,-3.191587&panoid=31Ws9BI2Bmt1SLfnV1YrSw&cbp=12,258.03,,2,13.62
Middleby Street	Fully setted		https://www.google.com/maps?q=Middleby+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.934831,-3.175325&spn=0.000003,0.002411&sll=57.0625,-95.677068&sspn=59.639182,79.013672&oq=middleby+street&hnear=Middleby+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.934814,-3.17551&panoid=ORHz0TTkesEeIVOS4_UQ&cbp=12,232.24,,0,14.72
Middlefield	Partially setted	It is setted from Spey street down to the vapourized shop (just before the end of the road). From the shop to the junction to Leith walk is not setted and is tarmac, the tarmac area must be 2 metres long.	https://www.google.com/maps?q=Middlefield,+Edinburgh,+United+Kingdom&hl=en&ll=55.963033,-3.178936&spn=0.000003,0.002411&sll=55.963384,-3.179732&sspn=0.002627,0.004823&hnear=Middlefield,+Edinburgh,+Midlothian+EH7+4PF,+United+Kingdom&t=m&z=19&layer=c&cbll=55.963033,-3.178936&panoid=brCkG3SPeF2R6HzuQ2ahvA&cbp=12,116.41,,0,37.54
Mill Lane	Partially setted	From Cables Wynd to the NHS lothian staff bank is tarmac, and from there to great junction street is setted.	 https://www.google.com/maps?q=Mill+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.974489,-3.175333&spn=0.000006,0.004823&sll=55.963033,-3.002411&hnear=Mill+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.97448,-3.175108&panoid=WnnCGNerXG-2,,0,16.72
Mitchell Street	Fully setted		 https://www.google.com/maps?q=mitchell+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.97381,-3.164738&spn=0.000006,0.004823&sll=56.023038,-3.427219&sspn=0.010445,0.01929&hnear=Mitchell+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973771,-3.164591&panoid=VJlCvILt5sKWdqkv-dTw&cbp=12,308.58,,0,13.21
Monmouth Terrace	Partially setted	Rosyth terrace down to Spiers bar is setted, from Spiers bar down to the junction of Ferry Road is tarmac.	https://www.google.com/maps?q=monmouth+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.971133,-3.207214&spn=0.010459,0.01929&sll=55.971224,-3.207453&sspn=0.001313,0.002411&hnear=Monmouth+Terrace,+Edinburgh+EH3+5QT,+United+Kingdom&t=m&z=16
Montgomery Street Lane	Fully setted		https://www.google.com/maps?q=Montgomery+Street+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.959166,-3.182642&spn=0.000003,0.002411&sll=55.971133,-3.207214&sspn=0.010459,0.01929&hnear=Montgomery+St+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.959078,-3.182624&panoid=AMjte7eFNvW9vfbEi8D_dg&cbp=12,149.13,,0,26.13
Moray Place	Fully setted		https://www.google.com/maps?q=Moray+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.955147,-3.20775&spn=0.000006,0.004823&sll=55.959078,-3.182623&sspn=0.001314,0.002411&oq=moray+pl,+Edinburgh,+United+Kingdom&hnear=Moray+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954923,-3.207518&panoid=2L8FRlLcxZwGlyO_TrbKA&cbp=12,146.35,,0,37.54
Mound Place	Fully setted		https://www.google.com/maps?q=Mound+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.949861,-3.195519&spn=0.000003,0.002411&sll=55.949861,-3.195648&sspn=0.010465,0.01929&hnear=Mound+Pl,+Edinburgh+EH1+2LX,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949914,-3.195213&panoid=F60GnJnVZ2HCO-O_DRKB5Q&cbp=12,56.1,,1,6.9
Murleston Lane	Partially setted		 https://www.google.com/maps?q=Murleston+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.938992,-3.182642&spn=0.000003,0.002411&sll=55.949915,-3.182642&sspn=0.010459,0.01929&hnear=Murleston+Ln,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938992,-3.182642&panoid=Q1INEFWvKv8wqTaSlq2A&cbp=12,346.5,,1,6.99
Myrtle Terrace	Partially setted	Entrance is block paved, for the first 1m in depth of the road and the rest is setted.	
Nelson Place	Fully setted		

Nelson Street	Partially settled	From Drummond Place to Northumberland Street is fully settled. From Northumberland Street to Abercromby Place is tarmac-ed	 https://www.google.com/maps?q=nelson+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.957582,-3.196029&spn=0.000006,0.004823&sl=55.957459,-3.196084&panoid=hdP_NKn1vZMy4O7LKozfpg&cbp=12,352.88,,0,9.03
New Arthur Place	Partially settled	From the Pleasance up to the point where the road branches left & right is settled. Beyond this carriageway is settled but end on parking is tarmac-ed	 https://www.google.com/maps?q=new+arthur+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.947205,-3.16,0.004823&sl=55.947149,-3.14,0.002411&hnear=New+Arthur+Pl,+Edinburgh+EH8+9TH,+United+Kingdom&t=m&z=18
New Broughton	Partially settled	From Barony Place to Old Broughton is settled. Branch northwards is tarmac-ed	 https://www.google.com/maps?q=New+Broughton,+Edinburgh,+United+Kingdom&hl=en&ll=55.958368,-3.03,0.002411&sl=55.949832,-3.188227&sspn=0.001308,0.002411&oq=new+broughton,+Edinburgh,+United+Kingdom&hnear=New+Broughton,+Edinburgh+EH3+6PA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.958368,-3.191303&panoid=rkX3L1APx7UBXAopw4HZyw&cbp=12,329.35,,0,0.5
New Skinner's Close	Partially settled	From the entrance at Blackfriars street to half way down the close is settled, the other half is tarmac.	https://www.google.com/maps?q=New+Skinner's+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.949897,-3.185437&spn=0.000003,0.002411&sl=55.927711,-3.250296&sspn=0.00263,0.004823&oq=New+skinner's,+Edinburgh,+United+Kingdom&hnear=New+Skinner's+Close,+Edinburgh+EH1+1NU,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949979,-3.185312&panoid=bk-UOXEohM5Nby87EMv-g&cbp=12,226.41,,0,18.42
Newhaven Main Street	Fully settled		https://www.google.com/maps?q=Newhaven+main+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.980248,-3.192966&spn=0.000006,0.004823&sl=55.949757,-3.185735&sspn=0.001308,0.002411&hnear=Newhaven+Main+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.980267,-3.193222&panoid=bBjr47-WM3rfUmwTNPSoAw&cbp=12,266.88,,0,9.91
Newhaven Road	Partially settled	Is settled upto the junction at Jessfield terrace, from the junction at Jessfield terrace to the end of the road (where crossroads to bonnington and pilrig are) is tarmac.	https://www.google.com/maps?q=Newhaven+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.969001,-3.184437&spn=0.000012,0.009645&sl=55.980342,-3.190756&sspn=0.005252,0.009645&hnear=Newhaven+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.968972,-3.184611&panoid=emaYAgVfQsqrwws m-6wQ&cbp=12,313.01,,0,37.04
Newton Street	Fully settled		https://www.google.com/maps?q=Newton+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.937994,-3.23093&spn=0.000003,0.002411&sl=55.968971,-3.184608&sspn=0.005254,0.009645&oq=Newton+ ,+Edinburgh,+United+Kingdom&hnear=Newton+St,+Edinburgh+EH11+1TF,+United+Kingdom&t=m&z=19&layer=c&cbll=55.937904,-3.230829&panoid=f3Z4GRIZGj4DNr66oOV2w&cbp=12,159.61,,0,0
Niddry Street	Fully settled		https://www.google.com/maps?q=Niddry+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949855,-3.187022&spn=0.000006,0.004823&sl=55.937904,-3.230828&sspn=0.001314,0.002411&oq=niddry+ ,+Edinburgh,+United+Kingdom&hnear=Niddry+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950045,-3.187115&panoid=FvLseDnHEK7w57Uwcn6j5Q&cbp=12,340.8,,0,3.7
Niddry Street South	Fully settled		https://www.google.com/maps?q=Niddry+Street+south,+Edinburgh,+United+Kingdom&hl=en&ll=55.948761,-3.186478&spn=0.000003,0.002411&sl=55.950044,-3.187113&sspn=0.002628,0.004823&hnear=Niddry+St+S,+Edinburgh+EH1+1NS,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948676,-3.186431&panoid=VYv_Qayq-CTSoupi-sn5Xg&cbp=12,162.32,,0,35.44
North East Circus Place	Fully settled		https://www.google.com/maps?q=North+East+Circus+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.957483,-3.203483&spn=0.000003,0.002411&sl=55.948676,-3.186432&sspn=0.001314,0.002411&oq=north+east+circuit+ ,+Edinburgh,+United+Kingdom&hnear=NE+Circus+Pl,+Edinburgh+EH3+6SP,+United+Kingdom&t=m&z=19&layer=c&cbll=55.957552,-3.203379&panoid=hLL5Gu0o02zru1bV31sWLw&cbp=12,13.21,,0,0
North Fort Street	Fully settled		https://www.google.com/maps?q=North+Fort+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974747,-3.183643&spn=0.000012,0.009645&sl=55.959925,-3.193747&sspn=0.001314,0.002411&oq=north+fort+ ,+Edinburgh,+United+Kingdom&hnear=N+Fort+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974841,-3.183734&panoid=sr90ofQ_FGA-fZOIQiAkPg&cbp=12,341.28,,0,24.58
North Leith Mill	Partially settled	From Commercial St south to Prince Regent St is settled. As is branch north-west to North Junction Street. Branch southeast then south is tarmac-ed	https://www.google.com/maps?q=north+leith+mill&hl=en&ll=55.977595,-3.179378&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&hnear=N+Leith+Mill&t=m&z=19&layer=c&cbll=55.977645,-3.179473&panoid=2j8n6Z53RhOY20s9eykHDg&cbp=12,344.66,,0,27.04
North West Circus Place	Fully settled	part of North West Circus Place is included in a scheme due to be done in Jan 2015	 https://www.google.com/maps?q=north+west+circus+place&hl=en&ll=55.957437,-3.207533&spn=0.000003,0.002411&sl=55.956606,-3.207533&sspn=0.000003,0.002411&sl=55.956606,-3.207533&hnear=NW+Circus+Pl,+Edinburgh+EH3+6ST,+United+Kingdom&t=m&z=19&layer=c&cbll=55.957375,-3.207533&panoid=VYv_Qayq-CTSoupi-sn5Xg&cbp=12,113.57,,0,20.52
Northumberland Place Lane	Fully settled		 https://www.google.com/maps?q=northumberland+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.956816,-3.1956979,-3.198438&sspn=0.002628,0.004823&hnear=Northumberland+St,+Edinburgh,+United+Kingdom&t=m&z=17
Northumberland Street	Fully settled	It is settled all the way down from Howe street to Nelson street.	 https://www.google.com/maps?q=Northumberland+Street+North+west+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956741,-3.199865&spn=0.000006,0.004823&sl=55.95715,-3.197451&sspn=0.002628,0.004823&hnear=Northumberland+St+NW+Ln,+Edinburgh+EH3+6JL,+United+Kingdom&t=m&z=18&layer=c&cbll=55.95678,-3.199785&panoid=d5VltoJ9N30E_b7UoZgZA&cbp=12,25.97,,0,45.02
Northumberland Street South East Lane	Fully settled		https://www.google.com/maps?q=Northumberland+Street+south+east+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.95694,-3.197402&spn=0.000006,0.004823&sl=55.95678,-3.199784&sspn=0.002628,0.004823&hnear=Northumberland+St+SE+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956839,-3.197346&panoid=nTnAzG6U-9DWOXetDAUUNQ&cbp=12,211.06,,0,17.84



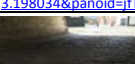
Northumberland Street South West Lane	Fully setted		 https://www.google.com/maps?q=Northumberland+Street+south+west+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956405,-3.199591&spn=0.000006,0.004823&sl=55.95684,-3.197343&sspn=0.002628,0.004823&hnear=Northumberland+St+SW+Ln,+Edinburgh+EH3,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956672,-3.199729&panoid=I25zZlYvDb7oBsQ-MC-wO&cbp=12,10,12,0,27,01
Old Fishmarket Close	Fully setted		 https://www.google.com/maps?q=Old+Fishmarket+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.948514,-3.189247&spn=0.000006,0.004823&sl=55.957459,-3.196029&sspn=0.002628,0.004823&oq=Old+fish+Edinburgh,+United+Kingdom&hnear=Old+Fishmarket+Close,+Edinburgh+EH1+1RW,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948514,-3.189247&panoid=q7YtbDbkOTV5BAPpAzRpKq&cbp=12,192,6,0,0
Old Tolbooth Wynd	Fully setted		 https://www.google.com/maps?q=Old+toolbooth+wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.952269,-55.952269,-3.196029&sspn=0.002628,0.004823&sl=55.9492,-3.196029&hnear=Old+Tolbooth+Wynd,+Edinburgh+EH8+8EQ,+United+Kingdom&t=m&z=17&layer=c&cbll=55.952423,-3.196029&panoid=H1xqpmFROVfKFAWovgn3xw&cbp=12,149,15,0,16,12
Orchardfield Lane	Partially setted	Fully setted apart from the tarmac covering on the left of the road.	 https://www.google.com/maps?q=Palmerston+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.947679,-3.216026&spn=0.000003,0.002411&sl=55.956258,-3.215057&sspn=0.002628,0.004823&oq=palm,+Edinburgh,+United+Kingdom&hnear=Palmerston+Pl+Ln,+Edinburgh+EH12+5AE,+United+Kingdom&t=m&z=19&iwloc=A&layer=c&cbll=55.947679,-3.216026&panoid=uijX2jO4nWUwW0oitXxOCA&cbp=12,229,44,3,3,18
Palmerston Place Lane	Fully setted		 https://www.google.com/maps?q=Palmerston+Place+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.947679,-3.216026&spn=0.000003,0.002411&sl=55.956258,-3.215057&sspn=0.002628,0.004823&oq=palm,+Edinburgh,+United+Kingdom&hnear=Palmerston+Pl+Ln,+Edinburgh+EH12+5AE,+United+Kingdom&t=m&z=19&iwloc=A&layer=c&cbll=55.947679,-3.216026&panoid=uijX2jO4nWUwW0oitXxOCA&cbp=12,229,44,3,3,18
Parkside Street	Partially setted	Mostly setted except for tarmac section at junction with Hermits Croft & St Leonard's Street, & also the bin area at the southeast end of the road.	
Parliament Square	Fully setted		 https://www.google.com/maps?q=Parliament+Square,+Edinburgh,+United+Kingdom&hl=en&ll=55.949503,-3.190094&spn=0.000003,0.002411&sl=55.945217,-3.117317&sspn=0.002628,0.004823&oq=parl,+Edinburgh,+United+Kingdom&hnear=Parliament+House,+Parliament+Square,+Edinburgh,+Midlothian+EH1+1RQ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949503,-3.190094&panoid=iFE1SjTx-9d9YBu2S2-ipQ&cbp=12,357,7,0,27,03
Pattison Street	Fully setted		 https://www.google.com/maps?q=Pattison+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.973565,-3.163104&spn=0.000003,0.002411&sl=55.949503,-3.190094&sspn=0.001314,0.002411&oq=pattison,+Edinburgh,+United+Kingdom&hnear=Pattison+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973565,-3.163104&panoid=DcXEXf4jgM7bZUNdpQOqw&cbp=12,145,64,0,0
Peacock Court	Partially setted	The side of the court that connects to Newhaven main street is setted and the other half connecting to Lindsay road is tarmac.	 https://www.google.com/maps?q=Peacock+Court,+Edinburgh,+United+Kingdom&hl=en&ll=55.980257,-3.193079&spn=0.000003,0.002411&sl=55.973565,-3.193079&sspn=0.002628,0.004823&oq=peac,+Edinburgh,+United+Kingdom&hnear=Peacock+Ct,+Edinburgh+EH6+4HZ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973565,-3.193079&panoid=OCNtXzpsC9jHeYAVePp_g&cbp=12,30,0,21,72
Pembroke Place	Unknown	Can't tell from Google Maps whether this is setted or not	
Perth Street	Partially setted	Tarmac section at entrance to Perth St from Henderson Row. Rest setted	 https://www.google.com/maps?q=Perth+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.960939,-3.202094&spn=0.000003,0.002411&sl=55.944548,-3.230336&sspn=0.001314,0.002411&oq=perth,+Edinburgh,+United+Kingdom&hnear=Perth+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.960939,-3.203116&panoid=mJ4gyVjnJqLw5KZxhyqbrw&cbp=12,358,95,0,0
Pirrie Street	Partially setted	Tarmac section at entrance to Pirrie St from Great Junction St. Rest setted	 https://www.google.co.uk/maps?q=Pirrie+Street,+Edinburgh&hl=en&ll=55.971193,-3.174148&spn=0.010459,0.01929&sl=55.971479,-3.173619&sspn=0.001313,0.002411&oq=pirrie+s&hnear=Pirrie+St,+Edinburgh,+United+Kingdom&t=m&z=16
Pitt Street	Partially setted	It is setted the full length of the road apart from at the junction to Newhaven road where there is a strip of tarmac.	 https://www.google.co.uk/maps?q=Pitt+Street,+Edinburgh&hl=en&ll=55.973837,-3.182849&spn=0.000006,0.004823&sl=55.971193,-3.174148&sspn=0.010459,0.01929&hnear=Pitt+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973761,-3.183105&panoid=GczdK0sa-zoHuwsbPokuZA&cbp=12,236,54,0,27,43
Poplar Lane	Partially setted	It is setted throughout the whole road , apart from a strip of tarmac at the junction on to Links Place & an asphalt patch half way along.	 https://www.google.co.uk/maps?q=Poplar+Lane,+Edinburgh&hl=en&ll=55.974074,-3.162432&spn=0.000003,0.002411&sl=55.946785,-3.193717&sspn=0.010465,0.01929&oq=poplar+lane+edinbu&hnear=Poplar+Ln,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97408,-3.162492&panoid=2TXQVGY4fklLYAcNtUHA&cbp=12,227,16,0,-0,1
Portland Street	Partially setted	Setted throughout except for the junction with Lindsay Road which is tarmac	 https://www.google.co.uk/maps?q=Portland+Street,+Edinburgh&hl=en&ll=55.976368,-3.183943&spn=0.000006,0.004823&sl=55.973162,-3.16285&sspn=0.005229,0.009645&oq=portland,+Edinburgh&hnear=Portland+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.976009,-3.184446&panoid=zKFBMP5rDyDzKR0Gg3CGrg&cbp=12,51,77,0,19,92
Primrose Terrace	Partially setted	Entrance is block paved, and the rest is setted.	 https://www.google.com/maps?q=slateford+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.935813,-3.229809&spn=0.000048,0.038581&sl=55.968334,-3.163987&sspn=0.010099,0.01929&hnear=Slateford+Rd,+Edinburgh,+United+Kingdom&t=m&z=15&layer=c&cbll=55.935808,-3.229701&panoid=H1xqpmFROVfKFAWovgn3xw&cbp=12,149,15,0,16,12
Quarry Close	Partially setted	This is private - off the north side of West Crosscauseway. Setted at West Crosscauseway end	
Quayside Street	Fully setted		 https://www.google.co.uk/maps?q=Quayside+Street,+Edinburgh&hl=en&ll=55.975857,-3.173595&spn=0.000006,0.004823&sl=55.949167,-3.096111&sspn=0.005256,0.009645&oq=quayside++Edinburgh&hnear=Quayside+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.976106,-3.173614&panoid=sN8bjqfjt448ieG1MNbFzA&cbp=12,156,03,0,13,11
Queen Charlotte Lane	Fully setted		 https://www.google.co.uk/maps?q=Queen+Charlotte+Lane,+Edinburgh&hl=en&ll=55.973322,-3.168976&spn=0.000003,0.002411&sl=55.976107,-3.173617&sspn=0.002626,0.004823&oq=queen+cha,+Edinburgh&hnear=Queen+Charlotte+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973399,-3.169093&panoid=cuH2RFXCW1NRGlhZucD9iQ&cbp=12,124,71,1,-2,71

Queen Charlotte Street	Partially settled	Queen Charlotte Street is settled between the east side of Leith Police Stn & a point just west of St John's Place. Also between Tolbooth Wynd & the west side of Constitution Street	https://www.google.co.uk/maps?q=Queen+Charlotte+street,+Edinburgh&hl=en&ll=55.973338,-3.166326&spn=0.000003,0.002411&sl=55.973399,-3.169094&sspn=0.001313,0.002411&hnear=Queen+Charlotte+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.973338,-3.166326&panoid=08-hXMSKEUkE8GBe_UbIQ&cbp=12,306.67,0,2,5
Queen Street Gardens West	Fully settled		https://www.google.co.uk/maps?q=Queen+Street+Gardens+West,+Edinburgh&hl=en&ll=55.955114,-3.201646&spn=0.000006,0.004823&sl=55.973338,-3.166326&sspn=0.001313,0.002411&oq=Queen+street+garde,+Edinburgh&hnear=Queen+Street+Gardens+W,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955212,-3.201702&panoid=ybDdV8NMHBoEK89FJqmHLQ&cbp=12,340.11,0,-0,3
Queensferry Street Lane	Fully settled		https://www.google.com/maps?q=Queensferry+street+lane+Edinburgh,+United+Kingdom&hl=en&ll=55.950143,-3.209778&spn=0.000012,0.009645&sl=55.950345,-3.209463&sspn=0.002628,0.004823&hnear=Queensferry+St+Ln,+Edinburgh+EH2+4PF,+United+Kingdom&t=m&z=17&layer=c&cbll=55.950345,-3.209463&panoid=vtgpXNQLuEv2egDORC-MFA&cbp=12,55.89,0,-0,4
Raeburn Street	Fully settled		https://www.google.co.uk/maps?q=reaburn+street,+Edinburgh&hl=en&ll=55.959135,-3.212702&spn=0.000006,0.004823&sl=55.95029,-3.210509&sspn=0.001314,0.002411&hnear=Raeburn+St&t=m&z=18&layer=c&cbll=55.959018,-3.21268&panoid=Tm7ESA3awSf-bOBAqoytw&cbp=12,167.81,0,10,81
Ramsay Garden	Partially settled	Settled between Ramsay Lane & the courtyard of Ramsay Garden which appears to be surfaced in very small flags rather than setts.	
Ramsay Lane	Fully settled		https://www.google.co.uk/maps?q=Ramsay+Lane+Edinburgh,+City+of+Edinburgh+EH1,+United+Kingdom&hl=en&ll=55.949597,-3.196056&sspn=0.001308,0.002411&hnear=Ramsay+Ln,+Edinburgh+EH1,+United+Kingdom&t=m&z=19
Randolph Crescent	Fully settled		https://www.google.co.uk/maps?q=Randolph+Crescent,+Edinburgh&hl=en&ll=55.951831,-3.21106&spn=0.000006,0.004823&sl=55.951459,-3.210239&sspn=0.010464,0.01929&oq=Randolph+crs,+Edinburgh&hnear=Randolph+Crescent,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.951736,-3.211071&panoid=cAHxZw7hvNaig3GsFB4JlQ&cbp=12,179.57,0,16,02
Randolph Lane	Fully settled		https://www.google.co.uk/maps?q=Randolph+place,+Edinburgh&hl=en&ll=55.951858,-3.209912&spn=0.000006,0.004823&sl=55.951735,-3.211071&sspn=0.002628,0.004823&hnear=Randolph+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952057,-3.210074&panoid=vwYZCO9Ru7LXomKF1605og&cbp=12,35.39,0,0,7
Randolph Place	Fully settled		https://www.google.co.uk/maps?q=Randolph+place,+Edinburgh&hl=en&ll=55.951858,-3.209912&spn=0.000006,0.004823&sl=55.951735,-3.211071&sspn=0.002628,0.004823&hnear=Randolph+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952057,-3.210074&panoid=vwYZCO9Ru7LXomKF1605og&cbp=12,35.39,0,0,7
Ravelrig Wynd	Not settled - query with SG see also courtyard at Ramsay Gdn	Part of this appears to be done in something that is neither flag nor sett but somewhere in between	https://www.google.co.uk/maps?q=Ravelrig+Dr,+Balerno,+City+of+Edinburgh+EH14+7NQ,+United+Kingdom&hl=en&ll=55.888099,-3.344967&spn=0.000006,0.004823&sl=55.888027,-3.344951&sspn=0.002632,0.004823&hnear=Ravelrig+Dr,+Balerno+EH14+7NQ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.8882,-3.34503&panoid=E_xm2pd5Ji3YgswuX1fuig&cbp=12,351.11,0,4,26
Reekies Court	Fully settled	Entrance is tarmac	
Regent Terrace	Fully settled		https://www.google.co.uk/maps?q=regent+terrace&hl=en&ll=55.955495,-3.174384&spn=0.000006,0.004823&sl=55.888213,-3.345031&sspn=0.00262,0.004823&hnear=Regent+Terrace&t=m&z=18&layer=c&cbll=55.955377,-3.17467&panoid=ukjRNAGLmNP0tC-D5fveg&cbp=12,253.57,0,12
Regent Terrace Mews	Fully settled		https://www.google.com/maps?q=Carlton+Terrace+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.956078,-3.174951&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&oq=carlton+terrace+lane+ed&hnear=Carlton+Terrace+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.956078,-3.174951&panoid=p0ll_Jy6hk5W_Y1yJkiOYg&cbp=12,240.4,0,7,81
Register Place	Fully settled		https://www.google.co.uk/maps?q=Register+Place,+Edinburgh&hl=en&ll=55.953839,-3.190791&spn=0.000003,0.002411&sl=55.955114,-3.175049&sspn=0.002616,0.004823&oq=register+place&hnear=Register+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954013,-3.190874&panoid=OXUQVQoaYwO2mxSLn1mqNA&cbp=12,353.73,0,0
Reid Terrace	Fully settled		https://www.google.co.uk/maps?q=Reid+Terrace,+Edinburgh&hl=en&ll=55.961423,-3.211452&spn=0.000006,0.004823&sl=55.954013,-3.190874&sspn=0.001314,0.002411&oq=reid+terr,+Edinburgh&hnear=Reid+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961529,-3.211495&panoid=WxKM4cPJaNbMDVspXRV2xw&cbp=12,162.1,0,8,01
Richmond Lane	Partially settled	From Richmond Place to half way along Richmond Lane is tarmac. The other half of the road connected to Gilmour street is settled	https://www.google.co.uk/maps?q=Richmond+Lane,+Edinburgh&hl=en&ll=55.945041,-3.181813&spn=0.000003,0.002411&sl=55.898422,-3.314301&sspn=0.005263,0.009645&oq=richmond+la,+Edinburgh&hnear=Richmond+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.945019,-3.181707&panoid=PP-AFUSsbs72DMmTPWHYIA&cbp=12,197.4,0,17,26
Richmond Place	Partially settled	From West Richmond street to the junction at Hill place is settled, the spamm end of the road at Hill Place junction is tarmac.	https://www.google.co.uk/maps?q=Richmond+place,+Edinburgh&hl=en&ll=55.94613,-3.18345&spn=0.001308,0.002411&sl=55.946654,-3.18349&sspn=0.001314,0.002411&hnear=Richmond+Pl,+Edinburgh,+United+Kingdom&t=m&z=19
Richmond Terrace	Fully settled	Fully settled with block paving at both entrances from Dairy Road	https://www.google.co.uk/maps?q=Richmond+terrace,+Edinburgh&hl=en&ll=55.94459,-3.217738&spn=0.000003,0.002411&sl=55.94613,-3.18345&sspn=0.001308,0.002411&hnear=Richmond+Terrace,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94459,-3.217738&panoid=mDGY0zMuXpBmr1FXLSM5Wg&cbp=12,320.57,0,-10,21
Rego Street	Fully settled	Not sure if this is settled or block paving chk with SG	https://www.google.co.uk/maps?q=reigo+street,+Edinburgh&hl=en&ll=55.944676,-3.203003&spn=0.000006,0.004823&sl=55.94459,-3.217738&sspn=0.001314,0.002411&hnear=Riego+St&t=m&z=18&layer=c&cbll=55.944893,-3.203631&panoid=d4wOaDH3KvmOfi88YNY-kA&cbp=12,145.07,0,26,54

Rintoul Place	Fully setted	Fully setted with tarmac strip at the entrance.	 https://www.google.com/maps?q=Rintoul+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.961114,-3.209922&spn=0.000006,0.004823&sl=37.0625,-182.79.013672&oq=rentioul+place+ed+hnear=Colville+Pl,+Edinburgh+EH3+5JF,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961114,-3.209922&panoid=dT14F2l-23shqkFDZHkFA&cbp=12,330.04,0,7.01
Robertson's Close	Fully setted	Fully setted with tarmac strip at Cowgate end	https://www.google.co.uk/maps?q=Robertson's+Close,+Edinburgh&hl=en&ll=55.948761,-3.186478&spn=0.000003,0.002411&sl=55.961023,-3.210357&sspn=0.010462,0.01929&oq=robertson+close&hnear=Robertson's+Close,+Edinburgh,+Old+Town+EH1+1LY,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948845,-3.186192&panoid=AYhYBDLhtgoxWISN23p1w&cbp=12,147.31,,1,6.07
Robertson's Court	Unknown	Entrance is tarmac but can't see beyond that on Googlemaps	https://www.google.com/maps?q=Robertson's+Close,+Edinburgh,+United+Kingdom&hl=en&ll=55.948845,-3.186192&spn=0.000006,0.004823&sl=55.961171,-3.210266&sspn=0.002615,0.004823&oq=Robertson+Edinburgh,+United+Kingdom&hnear=Robertson's+Close,+Edinburgh,+Old+Town+EH1+1LY,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948845,-3.186192&panoid=AYhYBDLhtgoxWISN23p1w&cbp=12,151.07,,0,2.4
Rose Street North Lane	Fully setted		https://www.google.com/maps?q=Rose+Street+North+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.952603,-3.19888&spn=0.000003,0.002411&sl=37.0625,-95.677068&sspn=59.639182,79.013672&oq=rose+street+north+&hnear=Rose+St+N+Ln,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.952516,-3.198757&panoid=nKINQnAvslrGaxL7rYFuW&cbp=12,337.6,,0,29.83
Rose Street South Lane	Partially setted	Approx half of Rose St Sth Lane between Sth Charlotte St & Castle St is setted. The rest of this section & all of the rest of the road is tarmac	https://www.google.com/maps?q=Rose+Street+south+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.951431,-3.203735&spn=0.000003,0.002411&sl=55.952516,-3.198757&sspn=0.001314,0.002411&hnear=Rose+St+S+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.951516,-3.203792&panoid=IX_2jwNj32N50PUB_YIQnA&cbp=12,345.05,,0,40.19
Rosebery Crescent Lane	Fully setted		https://www.google.com/maps?q=rosebury+crest+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946535,-3.218737&spn=0.000006,0.004823&sl=55.951516,-3.203791&sspn=0.001314,0.002411&hnear=Rosebery+Crescent+Ln,+Edinburgh+EH12+5JR,+United+Kingdom&t=m&z=18&layer=c&cbll=55.946555,-3.218581&panoid=W1Q6Hr6jvBHivC-bH0nHHQ&cbp=12,81.14,,0,2.55
Roseburn Cliff	Partially setted	Setted section at entrance where road meets Roseburn Terrace	https://www.google.com/maps?q=roseburn+cliff,+Edinburgh,+United+Kingdom&hl=en&ll=55.946208,-3.233939&spn=0.000006,0.004823&sl=55.946556,-3.218581&sspn=0.002628,0.004823&hnear=Roseburn+Cliff,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.946345,-3.233738&panoid=ONwN00KpqlgkyDyyXYjQ7A&cbp=12,211.84,,0,-3.7
Rothsay Mews	Partially setted	The first part of the road (coming off the main road) is tarmac but the rest is setted.	https://www.google.com/maps?q=Rothsay+Mews,+Edinburgh,+United+Kingdom&hl=en&ll=55.95078,-3.219262&spn=0.000006,0.004823&sl=55.946346,-3.233736&sspn=0.002628,0.004823&oq=rothesay+m&hnear=Rothsay+Mews,+Edinburgh+EH3+7SG,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950919,-3.219063&panoid=SMVRmwhfAk81nuu3KKFmQ&cbp=12,220.52,,0,-11.93
Roxburgh Place	Fully setted		https://www.google.com/maps?q=Roxburgh+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.947319,-3.18427&spn=0.000006,0.004823&sl=55.950176,-3.219498&sspn=0.002628,0.004823&oq=roxburgh+place&hnear=Roxburgh+Pl,+Edinburgh,+Midlothian+EH8+9SU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947566,-3.184563&panoid=y1JU38RWDSpMxy1SvPttOg&cbp=12,320.85,,0,14.77
Roxburgh Street	Fully setted		https://www.google.com/maps?q=Roxburgh+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947392,-3.183098&spn=0.000003,0.002411&sl=55.947566,-3.184565&sspn=0.002628,0.004823&hnear=Roxburgh+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.947279,-3.182995&panoid=icngJSxQTrBW5dCks9zEA&cbp=12,344.06,,0,14.02
Royal Circus	Fully setted		https://www.google.com/maps?q=Royal+Circus,+Edinburgh,+United+Kingdom&hl=en&ll=55.956696,-3.205326&spn=0.000006,0.004823&sl=55.947279,-3.182996&sspn=0.001314,0.002411&oq=royal+circus&hnear=Royal+Circus,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956806,-3.205416&panoid=s8g-MH6ct4vV2-r0w1Aqdp&cbp=12,5.74,,0,21.23
Royal Crescent	Fully setted		https://www.google.com/maps?q=Royal+Crescent,+Edinburgh,+United+Kingdom&hl=en&ll=55.959973,-3.196099&spn=0.000006,0.004823&sl=55.956807,-3.205417&sspn=0.002628,0.004823&hnear=Royal+Crescent,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.960049,-3.195984&panoid=cshKGstn-87-CUQYakSiw&cbp=12,40.94,,1,2.01
Royal Terrace	Fully setted		https://www.google.com/maps?q=Royal+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.956864,-3.173622&spn=0.000012,0.009645&sl=55.960048,-3.195986&sspn=0.002627,0.004823&t=m&z=17&layer=c&cbll=55.956823,-3.174238&panoid=Z6GSJu1PU1LhSBMOC1HUTw&cbp=12,286.91,,0,29.13
Royston Terrace	Partially setted	Setted apart from junction with Inverleith Row which is tarmac	https://maps.google.co.uk/maps?q=Royston+terrace,+Edinburgh&hl=en&ll=55.970811,-3.20694&spn=0.000006,0.004823&sl=55.977016,-3.235162&sspn=0.001313,0.002411&hnear=Royston+Terrace,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.970723,-3.207035&panoid=FZfCVGLwrt-egUeglibx_GO&cbp=12,210.24,,0,7.31
Rutland Street	Partially setted	It is setted from the junction off Lothian road down to where The One Below bar is , there after is tarmac - all the way to Rutland square	https://maps.google.co.uk/maps?q=rutland+street,+Edinburgh&hl=en&ll=55.949236,-3.208104&spn=0.001308,0.002411&sl=55.948969,-3.208724&sspn=0.001314,0.002411&hnear=Rutland+St,+Edinburgh,+United+Kingdom&t=m&z=19
Salamander Place	Fully setted	Fully setted except for tarmac sections at both ends	https://www.google.com/maps?q=Salamander+Place,+Edinburgh&hl=en&ll=55.974083,-3.161375&spn=0.000006,0.004823&sl=55.949236,-3.161375&sspn=0.002628,0.004823&oq=salamander+pla+Edinburgh&hnear=Salamander+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.973359,-3.161467&panoid=bKHqD1jGWVly84jI9QptRw&cbp=12,188.7,,0,10.51

Sandford Gardens	Partially setted	Strip of setts at junction with Brighton Place. Rest of road is tarmac	https://maps.google.co.uk/maps?q=sandford+gardens,+Edinburgh&hl=en&ll=55.951837,-3.115869&spn=0.000006,0.004823&sl=55.97396,-3.161466&sspn=0.002627,0.004823&hnear=Sandford+Gardens,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.951757,-3.115721&panoid=QlyxT6ZkC-vjZ57id2sbA&cbp=12,131.12,0,11.41
Sandport Place	Partially setted	Fully setted, apart from the bridge, the bridge is tarmac.	https://maps.google.co.uk/maps?q=sandport+place,+Edinburgh&hl=en&ll=55.975278,-3.172125&spn=0.000006,0.004823&sl=55.951756,-3.115718&sspn=0.002628,0.004823&hnear=Sandport+Pl,+Edinburgh+EH6+6EU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.975081,-3.171897&panoid=AaFAPxTE2gPHEbVjgDMDQ&cbp=12,330.02,0,29.63
Scotland Street	Fully setted		https://maps.google.co.uk/maps?q=scotland+street,+Edinburgh&hl=en&ll=55.960048,-3.191636&spn=0.010462,0.01929&sl=55.960042,-3.195096&sspn=0.002627,0.004823&hnear=Scotland+St,+Edinburgh,+United+Kingdom&t=m&z=16
Seaport Street	Fully setted		https://maps.google.co.uk/maps?q=Seaport+Street,+Edinburgh&hl=en&ll=55.975634,-3.16804&spn=0.000003,0.002411&sl=55.960048,-3.191636&sspn=0.010462,0.01929&sq=seaport+st,+Edinburgh&hnear=Seaport+St,+Edinburgh+EH6+6SJ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.975538,-3.168184&panoid=GdJu_8I_5VBdMGcCVItr4A&cbp=12,53.04,0,6.41
Shaftesbury Park	Partially setted	Road is tarmac-ed but speed tables are red setts	https://maps.google.co.uk/maps?q=Shaftesbury+Park,+Edinburgh&hl=en&ll=55.932927,-3.229685&spn=0.000006,0.004823&sl=55.975538,-3.168185&sspn=0.001313,0.002411&sq=shaft,+Edinburgh&hnear=Shaftesbury+Park,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.932927,-3.229685&panoid=9fpOrBfmyflq7Sh1oE5jyw&cbp=12,222.63,0,17.66
Shaw's Place	Partially setted	Narrow setted strip at junction with Spey Terrace. Rest of road is tarmac	
Shaw's Terrace	Partially setted	Right hand side of the road (pavement by what i can see) is setted. There is also a setted strip at the junction with Spey Terrace. The rest is tarmac.	_____
Shore	Partially setted	The whole road of the Shore is setted apart from a small section at the crossroads at Bernard St.	https://www.google.com/maps?q=Shore,+Leith,+Edinburgh,+United+Kingdom&hl=en&ll=55.977619,-3.169218&spn=0.000006,0.004823&sl=55.046491,-2.781444&sspn=5.483938,9.876709&sq=shore+ed&hq=Shore.&hnear=Leith,+City+of+Edinburgh,+United+Kingdom&t=m&ll=55.974594,-3.17176&fsn=0.002614,0.004823&z=18&layer=c&cbll=55.977749,-3.169204&panoid=EvaM-9Wkleg9SdzngNxA&cbp=12,192.45,0,15.82
Shore Place	Fully setted		https://www.google.com/maps?q=Shore+place,+Leith,+Edinburgh,+United+Kingdom&hl=en&ll=55.975099,-3.170848&spn=0.000003,0.002411&sl=55.977748,-3.169202&sspn=0.002626,0.004823&hnear=Shore+Pl,+Edinburgh+EH6+6SW,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97521,-3.170863&panoid=TNKJUwYvzvZmuNPXa-9A&cbp=12,161.88,0,-5.21
Simon Square	Fully setted		
Smithfield Street	Fully setted		 https://maps.google.com/maps?q=smithfield+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.937225,-3.235077&spn=0.000012,0.009645&sl=55.94457,-3.14,0.002411&hnear=Smithfield+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.937311,-3.14&panoid=9PfsSC8Bk91rdxFXQpA&cbp=12,351.02,0,12.11
South College Street	Fully setted		https://maps.google.com/maps?q=south+college+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947139,-3.16,0.004823&sl=55.937309,-3.235356&sspn=0.005258,0.009645&hnear=S+College+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.94705,-3.186877&panoid=YEMtU-tgJ-3SjWoDF8o6aA&cbp=12,256.41,0,-6.41
South East Circus Place	Fully setted		https://www.google.com/maps?q=South+East+Circus+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.956967,-3.20348&spn=0.000006,0.004823&sl=55.947049,-3.186877&sspn=0.002628,0.004823&sq=south+east+circus+st,+Edinburgh,+United+Kingdom&hnear=SE+Circus+Pl,+Edinburgh+EH3+6TJ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.956904,-3.203012&panoid=hYYVhcxx7rkCdpqFwJlOw&cbp=12,90.72,0,0
South Fort Street	Fully setted		https://www.google.com/maps?q=South+Fort+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974501,-3.183417&spn=0.000012,0.009645&sl=55.956904,-3.203014&sspn=0.002628,0.004823&sq=south+fort+st,+Edinburgh,+United+Kingdom&hnear=S+Fort+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.974582,-3.183488&panoid=JvWn5Vkh9_VxYCPQubgPHA&cbp=12,152.72,0,12.71
South Gayfield Lane	Fully setted		
South Gray's Close	Fully setted		 https://maps.google.com/maps?q=South+grays+close,+Edinburgh,+United+Kingdom&hl=en&ll=55.949228,-3.18,0.002411&sl=55.958675,-3.18,0.004823&hnear=S+Gray's+Close,+Edinburgh+EH8+9EX,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949379,-3.18&panoid=Dda6_4oSOQC7RqyXg&cbp=12,352.96,0,29.23
South Learmouth Avenue	Partially setted	The road from South Learmouth Gardens up to Learmouth Terrace is tarmac. Rest is setted apart from narrow tarmac strip at junction with Queensferry Rd.	https://www.google.com/maps?q=South+learmouth+avenue,+Edinburgh,+United+Kingdom&hl=en&ll=55.956255,-3.220958&spn=0.000006,0.004823&sl=55.949379,-3.184842&sspn=0.001314,0.002411&hnear=S+Learmouth+Ave&t=m&z=18&layer=c&cbll=55.956013,-3.220837&panoid=D2ZjHzdW1Ueql_tylUJKyw&cbp=12,164.62,0,4.31
South Learmouth Gardens	Partially setted	From Comely Bank Ave westwards to 24 South Learmouth Gardens is setted, and from 24 South Learmouth Gardens to the end of the road is tarmac.	https://www.google.com/maps?q=South+learmouth+gardens,+Edinburgh,+United+Kingdom&hl=en&ll=55.956312,-3.219874&spn=0.000012,0.009645&sl=55.956012,-3.22084&sspn=0.002628,0.004823&hnear=S+Learmouth+Gardens,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.956305,-3.220041&panoid=9n4i-bBK6DcBX-HNFbHJrw&cbp=12,272.35,0,28.38
South Oxford Street	Fully setted	Tarmac strip at junction with East Preston Street. Rest of road is fully setted	https://www.google.com/maps?q=South+Oxford+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.939079,-3.176733&spn=0.000006,0.004823&sl=37.0625,-95.677068&sspn=59.639182,79.013672&sq=south+oxford+street+ed&hnear=S+Oxford+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.939156,-3.176809&panoid=OUGp6S3LhYMTID-2TP5Y0g&cbp=12,333.28,0,1.9
Spey Street	Fully setted	Tarmac strip at junction with Pilrig Street. Rest of road is fully setted	

Spey Street Lane	Fully setted		 https://www.google.com/maps?q=Spey+Street+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.963846,-3.204823&spn=0.000006,0.004823&sl=55.939157,-3.204823&sq=Spey+Street,+Edinburgh,+United+Kingdom&hnear=Spey+St+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.963846,-3.204823&panoid=YXUpzh_WFXezZ5vi4ZHIQ&cbp=12,315.01,1,4,4
Spier's Place	Fully setted		 https://www.google.com/maps?q=Spier's+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.972853,-3.173016&spn=0.000006,0.004823&sl=55.963999,-3.173016&sq=Spier,+Edinburgh,+United+Kingdom&hnear=Spier's+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.972903,-3.172671&panoid=M7sz_byI9yviFUBIRk4wA&cbp=12,78.87,0,0
Spittal Street Lane	Partially setted	Strip of tarmac to the left of the road , rest of the street is setted.	
Spottiswoode Road	Fully setted	Fully setted except where it intersects with Spottiswoode Street which is tarmac	https://www.google.com/maps?q=spottiswoode+road+Edinburgh,+United+Kingdom&hl=en&ll=55.936204,-3.198164&spn=0.000006,0.004823&sl=55.94583,-3.204756&sspn=0.001314,0.002411&hnear=Spottiswoode+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.936214,-3.197633&panoid=yohFnz8ZQ1hW5ELp6VIxg&cbp=12,123.3,0,0,2
Springfield Crescent	Partially setted	Narrow setted strip o/s No.s 28-29. Rest of road is tarmac	https://www.google.com/maps?q=Springfield+crescent+Edinburgh,+United+Kingdom&hl=en&ll=55.990094,-3.414184&spn=0.000012,0.009645&sl=55.936213,-3.197633&sspn=0.002629,0.004823&hnear=Springfield+Crescent,+South+Queensferry+EH30+9SB,+United+Kingdom&t=m&z=17&layer=c&cbll=55.990111,-3.41402&panoid=kz5C8QUpSxGPaoQECwrSw&cbp=12,107.44,0,20,99
Springwell Place	Partially setted	Fully setted except for block paving section at junction with Dalry Road	https://www.google.com/maps?q=Springwell+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.942369,-3.224337&spn=0.000012,0.009645&sl=55.990112,-3.414023&sspn=0.005251,0.009645&sq=Springwell+Pl,+United+Kingdom&hnear=Springwell+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.942704,-3.225063&panoid=aoC5yIN-R1woLDCapapIlg&cbp=12,141.83,0,0,3
Spylaw Park	Partially setted	Narrow setted strips at junctions with Pentland Rd & Spylaw Ave. Also 3-sett wide channels on each side of road.	https://www.google.com/maps?q=Spylaw+park,+Edinburgh,+United+Kingdom&hl=en&ll=55.90808,-3.225067&sspn=0.005257,0.009645&hnear=Spylaw+Park&t=m&z=18&layer=c&cbll=55.90808,-3.267372&panoid=sN4XtTTPerlePxbQmZ4AVg&cbp=12,282.29,0,17,06
St Bernard's Crescent	Fully setted		 https://www.google.com/maps?q=St.+Bernard's+Crescent,+Edinburgh,+United+Kingdom&hl=en&ll=55.957378,-3.210048&spn=0.000006,0.004823&sl=55.90808,-3.210048&sq=St+bernard+Edinburgh,+United+Kingdom&hnear=St+Bernard's+Crescent,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957378,-3.213117&panoid=x3Uy9K-6nWC2IE2wGISvA&cbp=12,259.61,0,4,3
St Bernard's Row	Fully setted		 https://www.google.com/maps?q=St.+Bernard's+Row,+Edinburgh,+United+Kingdom&hl=en&ll=55.960063,-3.210048&spn=0.000006,0.004823&sl=55.957378,-3.213115&sspn=0.002628,0.004823&hnear=St+Bernard's+Row,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959775,-3.210557&panoid=doERPAOn3wR_vUPmi78UA&cbp=12,154.43,0,23,23
St Colme Street	Partially setted	Tarmac at either end. Setted from a point level with the door of No.1 to a point level with the door of No.10	https://www.google.com/maps?q=St.+Colme+St,+Edinburgh,+United+Kingdom&hl=en&ll=55.953242,-3.208087&spn=0.000006,0.004823&sl=55.959774,-3.210556&sspn=0.002628,0.004823&sq=St.+Colme,+Edinburgh,+United+Kingdom&hnear=St+Colme+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.953242,-3.208087&panoid=13oWwgyt23bknCKX5twJrw&cbp=12,283.98,0,-3,4
St David's Place	Partially setted	Setted except for junction with Morrison Street	https://www.google.com/maps?q=St.+David's+Pl,+Edinburgh,+United+Kingdom&hl=en&ll=55.946133,-3.212256&spn=0.000003,0.002411&sl=55.953242,-3.208087&sspn=0.002628,0.004823&sq=St+Da,+Edinburgh,+United+Kingdom&hnear=St+David's+Pl,+Edinburgh,+EH3+8AQ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94613,-3.212141&panoid=jxSAMx3SLorF-S3libatA&cbp=12,179.73,2,2,23
St David's Terrace	Partially setted	Setted except for junction with Morrison Street	https://www.google.com/maps?q=St.+David's+Terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.946119,-3.211809&spn=0.000003,0.002411&sl=55.945832,-3.204563&sspn=0.001314,0.002411&sq=St+Da,+Edinburgh,+United+Kingdom&hnear=St+David's+Terrace,+Edinburgh,+EH3+8AJ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.946119,-3.211809&panoid=OVPCvMaBbAmYyqNoafAgg&cbp=12,180.39,0,1,7
St Giles Street	Fully setted	Fully setted except for junction with Bank Street	https://www.google.com/maps?q=St.+giles+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949949,-3.192121&spn=0.000003,0.002411&sl=55.946139,-3.212465&sspn=0.001314,0.002411&hnear=St+Giles'+St&t=m&z=19&layer=c&cbll=55.949845,-3.192069&panoid=PEjt241vHrkKY6METorRIA&cbp=12,161.88,0,2,4
St Margaret's Place	Partially setted	Setted at junction with Thirstane Rd. Asphalt & block paving thereafter.	https://www.google.co.uk/maps?q=St.+Margaret's+Pl,+Edinburgh&hl=en&ll=55.935341,-3.19862&spn=0.000006,0.004823&sl=55.942735,-3.17933&sspn=0.005257,0.009645&sq=St+Marga+edinburgh&hnear=St+Margaret's+Pl,+Edinburgh,+EH9+1AY,+United+Kingdom&t=m&z=18&layer=c&cbll=55.935082,-3.198597&panoid=TG-H7yUjZPI8NzfZy5v4Ng&cbp=12,191.93,0,7,71
St Mary's Place Lane	Partially setted	Narrow setted strips where lane meets St Mary's Place on both sides of St Mary's Pl.	https://www.google.co.uk/maps?q=St.+mary's+Pl+lane,+Edinburgh&hl=en&ll=55.949749,-3.104405&spn=0.000006,0.004823&sl=55.950065,-3.104083&sspn=0.002628,0.004823&hnear=St+Mary's+Pl+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949788,-3.104553&panoid=zuB98gqJ1ODJHg2W6AIYg&cbp=12,307.89,0,39,33
St Mary's Street	Partially setted	It is setted up the whole street although on the side the cards drive down is a strip of tarmac.	https://www.google.co.uk/maps?q=St.+mary's+street,+Edinburgh&hl=en&ll=55.950098,-3.183836&spn=0.000006,0.004823&sl=55.949789,-3.104555&sspn=0.002628,0.004823&hnear=St+Mary's+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.950206,-3.183909&panoid=7mhOK6DIY5r9N6kaeTpTIQ&cbp=12,2,23,0,0,4
St Ninian's Row	Partially setted	Road setted except for junction with Calton Rd which is tarmac	https://www.google.co.uk/maps?q=St.+Ninian's+Row,+Edinburgh&hl=en&ll=55.954073,-3.187287&spn=0.000003,0.002411&sl=55.950206,-3.183911&sspn=0.002628,0.004823&sq=St.+ni,+Edinburgh&hnear=St+Ninian'+Row,+Edinburgh,+EH1+3AT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954073,-3.187287&panoid=SNTNoMdzpToIrqM5mvqzkw&cbp=12,31.02,0,10,71

St Patrick Square	Fully setted	Fully setted except for that part of St Patrick Square that is also part of the A7 which is tarmac. (Tarmac section is Cway Type1 with New bus use 1.8)	https://www.google.co.uk/maps?q=st+patrick+square,+Edinburgh&hl=en&ll=55.94329,-3.18371&spn=0.000003,0.002411&sll=55.954073,-3.187287&sspn=0.001314,0.002411&hnear=St+Patrick+Square,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94335,-3.183758&panoid=XkRReY2UE neQeG-h7MfOQ&cbp=12,30.55,0,23.94
St Stephen Street	Partially setted	It is tarmac from Kerr's street up to Clearance street , from Clarence street to Vincent Street is setted.	https://www.google.co.uk/maps?q=st+stephen+st,+Edinburgh&hl=en&ll=55.958132,-3.206098&spn=0.002616,0.004823&sll=55.957855,-3.203174&sspn=0.002628,0.004823&hnear=St+Stephen+St,+Edinburgh+EH3+5AQ,+United+Kingdom&t=m&z=18
St Vincent Street	Fully setted		https://www.google.co.uk/maps?q=st+vincent+st,+Edinburgh&hl=en&ll=55.958099,-3.203287&spn=0.000006,0.004823&sll=55.958132,-3.206098&sspn=0.002616,0.004823&hnear=St+Vincent+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957856,-3.203175&panoid=BApBSH_U4s49OeSPmXP1hA&cbp=12,181.97,0,12.81
Stafford Street Lane	Partially setted	Entrance before arch is setted. Underneath the bridge is not setted and is tarmac. The 1st half after the entrance is setted and the 2nd half is tarmac.	
Stanhope Street	Fully setted		https://www.google.co.uk/maps?q=stanhope+street,+Edinburgh&hl=en&ll=55.945407,-3.227462&spn=0.000003,0.002411&sll=55.950266,-3.211307&sspn=0.001308,0.002411&hnear=Stanhope+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.945292,-3.227451&panoid=eoUJfKGPaf kAFEjScZw&cbp=12,243.78,0,12.33
Stanwell Street	Partially setted	Street setted except for tarmac section at Bonnington Road end. The branch north-east is tarmac.	https://www.google.co.uk/maps?q=stanwell+street,+Edinburgh&hl=en&ll=55.97069,-3.17923&spn=0.000003,0.002411&sll=55.955906,-3.16433&sspn=0.001314,0.002411&hnear=Stanwell+St,+Edinburgh+EH6+5NG,+United+Kingdom&t=m&z=19&layer=c&cbll=55.970588,-3.179067&panoid=L2B-SnS6zX6C16ayNlhkgw&cbp=12,81.54,0,2.2
Steel's Place	Fully setted	Street setted except for tarmac section at Morningside Road end.	https://www.google.co.uk/maps?q=steels+place,+Edinburgh&hl=en&ll=55.928319,-3.209204&spn=0.000003,0.002411&sll=55.928589,-3.209338&sspn=0.01047,0.01929&hnear=Steel's+Pl,+Edinburgh+EH10+4QR,+United+Kingdom&t=m&z=19&layer=c&cbll=55.928339,-3.209014&panoid=CuTAnk4WBM_9gHXSL9aGA&cbp=12,63.91,0,0
Stevenlaw's Close	Fully setted		https://www.google.co.uk/maps?q=stevenlaws+close+Edinburgh&hl=en&ll=55.948673,-3.187937&spn=0.000003,0.002411&sll=55.92834,-3.209014&sspn=0.001315,0.002411&hnear=Stevenlaw's+Close,+Hjgh+St,+Edinburgh+EH1+1QT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948847,-3.188005&panoid=s0AlgC6RNwwjCOLnx3t7Zw&cbp=12,8.35,0,8.41
Suffolk Road Lane	Fully setted	It is fully setted apart from a line of tarmac down the middle which appears to be drainage. And also a narrow tarmac strip at the Wilton Rd end	https://www.google.co.uk/maps?q=suffolk+road+lane+Edinburgh&hl=en&ll=55.927838,-3.169282&spn=0.000006,0.004823&sll=55.948847,-3.188004&sspn=0.001314,0.002411&hnear=Suffolk+Rd+Ln,+Edinburgh+EH16,+United+Kingdom&t=m&z=18&layer=c&cbll=55.927685,-3.169131&panoid=Cl2UC31af73RRZPCLNDdXA&cbp=12,127.19,0,8.08
Sugarhouse Close	Fully setted	Can't see beyond entrance which is setted	
Summerbank	Fully setted		https://www.google.co.uk/maps?q=summerbank+Edinburgh&hl=en&ll=55.960879,-3.195106&spn=0.000006,0.004823&sll=55.950015,-3.178723&sspn=0.001314,0.002411&hnear=Summer+Bank,+Edinburgh+EH3+6NQ,+United+Kingdom&t=m&z=18&layer=c&cbll=55.961089,-3.195218&panoid=a36C7rz4KJE64tOCc7lh_Q&cbp=12,348.34,0,16.58
Sunbury Mews	Fully setted		 https://www.google.co.uk/maps?q=sunbury+mews,+Edinburgh&hl=en&ll=55.951645,-3.220437&spn=0.000006,0.004823&sll=55.96109,-3.220437&sspn=0.001314,0.002411&hnear=Sunbury+Mews,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.96109,-3.220437&panoid=j-S-4DqApCEri39fOhwk-w&cbp=12,237.88,0,3.2
Sunbury Street	Fully setted		 https://www.google.co.uk/maps?q=sunbury+street,+Edinburgh&hl=en&ll=55.951457,-3.219791&spn=0.000003,0.002411&sll=55.951723,-3.219791&sspn=0.001314,0.002411&hnear=Sunbury+Str,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.951457,-3.219791&panoid=7MTWjZRpyGvDAdvshj5g&cbp=12,355.26,0,23.43
Teviotdale Place	Fully setted		https://www.google.co.uk/maps?q=teviotdale+place,+Edinburgh&hl=en&ll=55.961725,-3.208233&spn=0.000003,0.002411&sll=55.941208,-3.205339&sspn=0.167472,0.308647&oq=teviotdale+pl&hnear=teviotdale+Pl,+Edinburgh+EH3+5HZ,+United+Kingdom&t=m&z=19&layer=c&cbll=55.961831,-3.208259&panoid=F39bv1kAikPcku3RvIBQGG&cbp=12,351.78,0,1.5
The Paddockholm	Strip down middle	Around the winding roads of the Paddockholm all the roads are tarmac, although when the road has a turn in it (left or right) there is a setted strip.	https://www.google.co.uk/maps?q=the+paddockholm,+Edinburgh&hl=en&ll=55.941564,-3.279242&spn=0.000006,0.004823&sll=55.961831,-3.20826&sspn=0.001314,0.002411&hnear=The+Paddockholm,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.941625,-3.278832&panoid=vb_jm27E1iUraMT4OyFrBA&cbp=12,71.48,0,24.93
The Quilts	Partially setted	The road is tarmac all the way around, although to the left & right of the road near the Bangor Road end there are setted areas. Later on there is block paving.	https://www.google.co.uk/maps?q=the+quilts,+Edinburgh&hl=en&ll=55.972724,-3.178552&spn=0.002615,0.004823&sll=55.973639,-3.179646&sspn=0.002627,0.004823&hnear=The+Quilts,+Edinburgh,+United+Kingdom&t=m&z=18
Thirlestane Lane	Fully setted	Tarmac section at junction with Marchmont Road. Lane is all setted thereafter.	https://www.google.co.uk/maps?q=thirlestane+lane,+Edinburgh&hl=en&ll=55.934957,-3.194042&spn=0.000012,0.009645&sll=55.972724,-3.178552&sspn=0.002615,0.004823&oq=thirle+Edinburgh&hnear=Thirlestane+Ln,+Edinburgh+EH9+1AJ,+United+Kingdom&t=m&z=17&layer=c&cbll=55.934957,-3.194042&panoid=D4cyHwV6t-mO2Y2Ez3lA&cbp=12,279.53,0,0
Thirlestane Road	Partially setted	Tarmac section at junction with Marchmont Road. Road is setted thereafter to Whitehouse Loan	https://www.google.co.uk/maps?q=thirlestane+road,+Edinburgh&hl=en&ll=55.935443,-3.195326&spn=0.000006,0.004823&sll=55.934957,-3.194042&sspn=0.005258,0.009645&hnear=Thirlestane+Rd,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.935443,-3.195326&panoid=GdGfZ-0ZlkimsGPMFa-Xjg&cbp=12,87.89,0,0
Thistle Street	Fully setted		https://www.google.co.uk/maps?q=thistle+street,+Edinburgh&hl=en&ll=55.954189,-3.198034&spn=0.000006,0.004823&sll=55.935443,-3.195326&sspn=0.002629,0.004823&oq=thistle+st,+Edinburgh&hnear=Thistle+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954189,-3.198034&panoid=jfYdQlAXsn2uQgVtjkoGg&cbp=12,63.96,0,-0.1
Thistle Street North East Lane	Fully setted		 https://www.google.co.uk/maps?q=thistle+street+north+east+lane,+Edinburgh&hl=en&ll=55.954831,-3.19519&spn=0.000003,0.002411&sll=55.954318,-3.19519&sspn=0.002629,0.004823&oq=thistle+st+ne+Ln,+Edinburgh,+Midlothian+EH2+1DA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.954768,-3.19519&panoid=M2ADYcA&cbp=12,144.17,0,27.63
Thistle Street North West Lane	Fully setted		https://www.google.co.uk/maps?q=thistle+street+north+west+lane,+Edinburgh&hl=en&ll=55.954276,-3.198797&spn=0.000006,0.004823&sll=55.954537,-3.195021&sspn=0.002628,0.004823&hnear=Thistle+St+NW+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.954311,-3.19848&panoid=Bg1DWNw6f4b0okIH834mUp&cbp=12,154.54,0,19.02

Thistle Street South East Lane	Partially settled	The straight road running west - east is tarmac, although both parts of the road connecting to Thistle street are settled.	https://www.google.co.uk/maps?q=Thistle+Street+South+east+Lane,+Edinburgh&hl=en&ll=55.954318,-3.198481&spn=0.002616,0.004823&ll=55.954178,-3.19686&sspn=0.010463,0.01929&hnear=Thistle+St+SE+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=18
Thistle Street South West Lane	Fully settled		https://www.google.co.uk/maps?q=Thistle+Street+South+West+Lane,+Edinburgh&hl=en&ll=55.95361,-3.20024&spn=0.001308,0.002411&ll=55.953717,-3.20068&sspn=0.002628,0.004823&oq=Thistle+Street+south+west,+Edinburgh&hnear=Thistle+St+SW+Ln,+Edinburgh+EH2+1EW,+United+Kingdom&t=m&z=19
Thorn tree Street	Fully settled	Fully settled except for narrow tarmac section at junction with Easter Road	https://www.google.co.uk/maps?q=thorn+tree+street,+Edinburgh&hl=en&ll=55.967345,-3.169564&spn=0.000006,0.004823&ll=55.954768,-3.195152&sspn=0.001314,0.002411&hnear=Thorn+tree+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.967345,-3.169564&panoid=1067zq1OZIN8Ep52mD3bNQ&cbp=12,125.01,0,0
Thornybauk	Partially settled	Section off south side of Fountainbridge at junction with Semple St is settled. The section also known as Lochrin Terr is tarmac.	https://www.google.co.uk/maps?q=thorn+ybauk,+Edinburgh&hl=en&ll=55.943138,-3.20465&spn=0.000006,0.004823&ll=55.967345,-3.169564&sspn=0.002627,0.004823&hnear=Thorn+ybauk,+Edinburgh+EH3+9PX,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943127,-3.204022&panoid=SG1VWVWjVjEdu95ZewvPQ&cbp=12,284.63,0,5.91
Timber Bush	Partially settled	Majority of c/way is setts. Parking bays & parking courtyards are a mixture of tarmac & block paving. Newer areas are tarmac.	https://www.google.co.uk/maps?q=timber+bush,+Edinburgh&hl=en&ll=55.976486,-3.167376&spn=0.000003,0.002411&ll=55.943126,-3.204022&sspn=0.002629,0.004823&hnear=Timber+Bush,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.976486,-3.167376&panoid=ZanZyFWh7RmdGj31whc2p&cbp=12,36.89,0,3.9
Tolbooth Wynd	Partially settled	From the Shore to the first left turning (Shore place) is tarmac, from the junction at Shore place to the end of Tolbooth Wynd is settled with 1 tarmac patch.	https://www.google.com/maps?q=Tolbooth+Wynd,+Edinburgh,+United+Kingdom&hl=en&ll=55.974825,-3.170918&spn=0.002614,0.004823&ll=55.974603,-3.171369&sspn=0.005253,0.009645&oq=tolbooth+&hnear=Tolbooth+Wynd,+Edinburgh+EH6+6DW,+United+Kingdom&t=m&z=18
Torphichen Place Lane	Partially settled	Fully settled except for tarmac strip at junction with Torphichen Place	https://www.google.com/maps?q=Torphichen+Place+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.946127,-3.213984&spn=0.002616,0.004823&ll=55.974825,-3.170918&sspn=0.002614,0.004823&hnear=Torphichen+Pl+Ln,+Edinburgh+EH3+8DU,+United+Kingdom&t=m&z=18
Tower Street	Partially settled	Tower Street off the south-east side of Constitution street (dead end side) is tarmac. The section of Tower Street running north off Constitution St to junction at the Shore is settled.	https://www.google.com/maps?q=Tower+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.97666,-3.165583&spn=0.000003,0.002411&ll=55.946127,-3.213984&sspn=0.002616,0.004823&oq=tower+s,+Edinburgh,+United+Kingdom&hnear=Tower+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.97666,-3.165583&panoid=k_TSF8js71-M_jMuV4-ssw&cbp=12,310.46,0,14.92
Trafalgar Street	Partially settled	It is fully settled apart from a tarmac strip before the junction onto ferry road.	https://www.google.com/maps?q=Trafalgar+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.974336,-3.185917&spn=0.000006,0.004823&ll=55.977016,-3.167603&sspn=0.002614,0.004823&oq=traf+Street,+Edinburgh,+United+Kingdom&hnear=Trafalgar+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.974216,-3.185852&panoid=HipVdbNH8Y6ZK_S0TWow1g&cbp=12,184.54,0,8.81
Trinity Road	Partially settled	The Road is mostly tarmac, although there is a small section that is settled (between Trinity Crescent & No.129 Trinity Rd)	https://www.google.com/maps?q=trinity+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.978307,-3.206667&spn=0.000012,0.009645&ll=55.976668,-3.206881&sspn=0.002626,0.004823&hnear=Trinity+Rd,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.978163,-3.206691&panoid=MUKM2PGCV7kwxS-CRJClw&cbp=12,322.18,0,24.03
Tron Square	Fully settled		https://www.google.com/maps?q=Tron+Square,+Edinburgh,+United+Kingdom&hl=en&ll=55.949185,-3.188165&spn=0.000006,0.004823&ll=55.977856,-3.205798&sspn=0.005229,0.009645&oq=tron+&hnear=Tron+Square,+Edinburgh+EH1+1RR,+United+Kingdom&t=m&z=18&layer=c&cbll=55.94917,-3.188289&panoid=ojXvZhhWcw1JqT1WICY_w&cbp=12,241.45,0,22.57
Tynecastle Lane	Partially settled	Entrance to the road is tarmac, and rest of the road is settled	https://www.google.com/maps?q=Tynecastle+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.938703,-3.229373&spn=0.000006,0.004823&ll=55.94917,-3.188288&sspn=0.002628,0.004823&oq=tynecastle+lane,+Edinburgh,+United+Kingdom&hnear=Tynecastle+Ln,+Edinburgh+EH11+2LA,+United+Kingdom&t=m&z=18&layer=c&cbll=55.938703,-3.229373&panoid=DFSoB0rUR0K_AZExF0vg&cbp=12,169.31,1,6.14
Union Street	Partially settled	Entrance to the road at Leith Walk is tarmac, and rest of the road is settled	
Unnamed Lane	Partially settled	unnamed lane between No.25-27 Jock's Lodge has settled section at its junction with Jock's Lodge.	https://maps.google.co.uk/maps?ll=55.967819,-3.167185&spn=0.18,0.3&cbll=55.967819,-3.167185&layer=c&panoid=4pPMVPxUHV1lkxt5KOFfAA&cbp=122.32,0,17.599998&output=classic&dg=ntvb
Upper Bow	Fully settled		https://www.google.com/maps?q=upper+bow,+Edinburgh,+United+Kingdom&hl=en&ll=55.948728,-3.193341&spn=0.000006,0.004823&ll=55.958141,-3.186267&sspn=0.001314,0.002411&hnear=W+Bow,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948707,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,79.71,0,5.51
Upper Dean Terrace	Fully settled		https://www.google.com/maps?q=upper+dean+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.955867,-3.192856&sspn=0.001314,0.002411&hnear=U+Dean+Terrace,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.955962,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,79.71,0,5.51
Victoria Street	Fully settled		https://www.google.com/maps?q=Victoria+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.948713,-3.19347&spn=0.000012,0.009645&ll=55.958828,-3.208882&sspn=0.001314,0.002411&oq=victori,+Edinburgh,+United+Kingdom&hnear=Victoria+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.948707,-3.192856&panoid=bzEPju5Jl5Bpr1JlIA1qA&cbp=12,75.48,0,10.81
Walker Street	Partially settled	From Coates Crescent to the south side of William St is tarmac. From south side of Wm St to south side of Melville Crescent is settled. The whole of the V-section is tarmac. From south side of Melville Crescent northwards to Chester St is settled with a small tarmac section at Chester St end.	https://www.google.com/maps?q=walker+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.949218,-3.213297&spn=0.000006,0.004823&ll=55.948707,-3.192859&sspn=0.005257,0.009645&hnear=Walker+St,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.948964,-3.212911&panoid=7AVAGMvnt_wxWq07HiD6ug&cbp=12,325.71,0,29.63

Warden's Close	Fully setted		
Warrender Park Road	Partially setted	At the beginning of the road where it joins marchmount road it is tarmac, the rest of the road is setted.	https://www.google.com/maps?q=Warrender+park+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.938319,-3.194844&spn=0.000012,0.009645&sll=55.938289,-3.330231&sspn=0.334375,0.617294&hnear=Warrender+Park+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938291,-3.194563&panoid=aYgr1nBrRC5ocdEPTg7FTg&cbp=12,85.62,0,19.62
Warrender Park Terrace	Partially setted	Setted from Warrender Pk Cres. east to between No.s2-3 Warrender Park Terrace. From No.s2-3 to Marchmont Road is tarmac-ed.	https://www.google.com/maps?q=Warrender+park+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.939395,-3.197258&spn=0.000012,0.009645&sll=55.939395,-3.194565&sspn=0.005258,0.009645&hnear=Warrender+Park+Terrace,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.939451,-3.196482&panoid=UDFmKqwyfGEr6rOEAXSnQ&cbp=12,82.38,0,11.23
Washington Lane	Partially setted	The majority of street is setted but there is a small area up the top that is tarmac area.	https://www.google.com/maps?q=Washington+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.942838,-3.222206&spn=0.000003,0.002411&sll=55.942723,-3.222041&sspn=0.010467,0.01929&oq=washington+,+Edinburgh,+United+Kingdom&hnear=Washington+Ln,+Edinburgh+EH11+2HA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.942838,-3.222206&panoid=IFDlxzKz-JRtzOmtcTB8A&cbp=12,329.25,0,0
Water Street	Partially setted	The street is setted throughout apart from a small strip of tarmac on the left hand-side of the road between Maritime Lane & Broad Wynd.	 om/maps?q=water+street+edinburgh&hl=en&ll=55.975407,-3.169255&spn=0.000012,0.009645&sll=37.0625,-539182,79.013672&hnear=Water+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.975259,-3.16934&panoid=kzVRIB4-bp=12,220.8,0,13.92
Well Court	Partially setted	Isn't a road or street, is i a courtyard in the middle of flats. On GIS at present as a road (will query with St Naming. Road runs south from Damside towards water of leith & is setted.	
Wellington Place	Fully setted	Fully setted, although 2 speed bumps (that are tarmac)	https://www.google.com/maps?q=wellington+place+edinburgh&hl=en&ll=55.971763,-3.16771&spn=0.000012,0.009645&sll=55.952046,-3.128074&sspn=0.001314,0.002411&hnear=Wellington+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.971631,-3.168142&panoid=gNoFrXpKMFskP1nDL3NmKg&cbp=12,274.54,0,30.83
Wemyss Place Mews	Partially setted	Both the entrance and courtyard is setted although there are tarmac-ed areas off to the sides once through the archway	
West Adam Street	Fully setted		 com/maps?q=west+adam+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947085,-3.20627&sspn=0.010464,0.01929&hnear=W+Adam+St,+Edinburgh+EH8+9SX,+United+Kingdom&t=m&z=18&layer=c&cbll=55.947126,-3.183184&panoid=MFNjNgZHVt8dTzEI9TLmW&cbp=12,237.9,0,23.23
West Bow	Fully setted		https://www.google.com/maps?q=west+bow,+Edinburgh,+United+Kingdom&hl=en&ll=55.948716,-3.193468&spn=0.000003,0.002411&sll=55.947127,-3.183187&sspn=0.002628,0.004823&hnear=W+Bow,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948734,-3.193172&panoid=v9O8CL-mbbhxv3xu1OFU0w&cbp=12,92.68,0,9.61
West Bowling Green Street	Partially setted	The full length of the street is setted apart from a small strip of tarmac outside the Edinburgh Architectural salvage yard.	https://www.google.com/maps?q=West+Bowling+Green+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.972525,-3.183256&spn=0.000012,0.009645&sll=55.948734,-3.193173&sspn=0.001314,0.002411&oq=west+bowling+g,+Edinburgh,+United+Kingdom&hnear=W+Bowling+Green+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.972479,-3.183567&panoid=n9WSOX8zREx10qSr23lGOO&cbp=12,324.47,0,6.61
West College Street	Fully setted		https://www.google.com/maps?q=West+college+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.947461,-3.188256&spn=0.000003,0.002411&sll=55.972405,-3.183986&sspn=0.005253,0.009645&hnear=W+College+St,+Edinburgh+EH8+9AA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94761,-3.18833&panoid=ggHMC9lAtHzcV13G4DWS8g&cbp=12,336.63,0,0
West Cromwell Street	Partially setted	Road is setted. Parking is tarmac	https://www.google.com/maps?q=West+Cromwell+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.976619,-3.177601&spn=0.000003,0.002411&sll=55.947609,-3.188331&sspn=0.001314,0.002411&oq=West+crom,+Edinburgh,+United+Kingdom&hnear=W+Cromwell+St,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.976619,-3.177601&panoid=TVhgM7eUMWJuxFgvr9RmA&cbp=12,45.16,0,21.24
West Crosscauseway	Partially setted	The V-section of West Crosscauseway is tarmac, the straight part of the road coming off the V-section is setted.	https://www.google.com/maps?q=West+Crosscauseway,+Edinburgh,+United+Kingdom&hl=en&ll=55.943853,-3.184399&spn=0.000006,0.004823&sll=55.976619,-3.177601&sspn=0.001313,0.002411&oq=West+cross,+Edinburgh,+United+Kingdom&hnear=W+Crosscauseway,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943853,-3.184483&panoid=7rMoid8ving1060hRS_vw&cbp=12,251.28,0,26.03
West End Place	Fully setted	Entrance is blockpaving, setted thereafter	https://www.google.com/maps?q=West+end+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.941707,-3.221764&spn=0.000003,0.002411&sll=55.943838,-3.184785&sspn=0.002629,0.004823&hnear=W+End+Pl,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.941707,-3.221764&panoid=RAP---9DIeFgrUOsM4Pwx&cbp=12,153.98,0,3.2
West Mill Lane	Fully setted		https://www.google.com/maps?q=west+mill+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.952525,-3.217166&spn=0.000003,0.002411&sll=55.970988,-3.224541&sspn=0.005253,0.009645&hnear=W+Mill+Ln,+Edinburgh+EH4+3BA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.952525,-3.217166&panoid=GjGTdCytBFsIoiw3_OIOeQ&cbp=12,33.46,0,2.7
West Nicolson Street	Fully setted	Tarmac sections at either end - rest setted	https://www.google.com/maps?q=west+nicolson+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.944574,-3.185381&spn=0.000012,0.009645&sll=55.952525,-3.217166&sspn=0.001314,0.002411&hnear=W+Nicolson+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.94469,-3.185143&panoid=QWopDOA3Okhxr8c6Fag&cbp=12,61.25,0,-3.9

West Park Place	Fully setted		https://www.google.com/maps?q=west+park+place,+Edinburgh,+United+Kingdom&hl=en&ll=55.943709,-3.219439&spn=0.000006,0.004823&sl=55.944688,-3.185145&sspn=0.00257,0.009645&hnear=W+Park+Pl,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.943959,-3.220067&panoid=4gQReXUcne3pCLp09nu0gw&cbp=12,118,76,1,19,98
West Register Street	Fully setted		https://www.google.com/maps?q=West+Register+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.953728,-3.190726&spn=0.000003,0.002411&sl=55.943958,-3.220067&sspn=0.002629,0.004823&oq=west+register,+Edinburgh,+United+Kingdom&hnear=W+Register+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953728,-3.190726&panoid=KE8-X8bq8U8iRl2L8LYbTQ&cbp=12,348.4,0,3,3
West Register Street Lane	Fully setted		https://www.google.com/maps?q=West+Register+Street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953457,-3.190922&spn=0.000003,0.002411&sl=55.953728,-3.190726&sspn=0.001314,0.002411&hnear=W+Register+St+Ln,+Edinburgh+EH2,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953441,-3.191054&panoid=QOFU6AmHZ7i3R8uMaNVRg&cbp=12,337.65,1,1,17
West Relugas Road	Partially setted	The start of the street coming from Blackford Avenue has a strip of setted. The rest of the street is tarmac.	https://www.google.com/maps?q=West+Relugas+Road,+Edinburgh,+United+Kingdom&hl=en&ll=55.92788,-3.187827&spn=0.000012,0.009645&sl=55.953441,-3.191054&sspn=0.001314,0.002411&oq=West+relugas,+Edinburgh,+United+Kingdom&hnear=W+Relugas+Rd,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.927968,-3.187477&panoid=l-x2AlxCl4Otec4FE-3hQ&cbp=12,92.82,0,5,81
West Scotland Street Lane	Fully setted		https://www.google.com/maps?q=West+scotland+street+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.959516,-3.195578&spn=0.000006,0.004823&sl=55.92788,-3.187827&sspn=0.005259,0.009645&hnear=W+Scotland+St+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.959485,-3.195759&panoid=1KkckaUEjYmu9eBsg-HMg&cbp=12,267.48,0,0
West Silvermills Lane	Partially setted	The start of the road (coming from Hendersons Row) has a strip of tarmac and the rest of the road is setted.	https://www.google.com/maps?q=West+Silvermills+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.958504,-3.203909&spn=0.000006,0.004823&sl=55.959486,-3.195761&sspn=0.002628,0.004823&oq=West+silvermills+Edinburgh,+United+Kingdom&hnear=W+Silvermills+Ln,+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.958653,-3.203833&panoid=Wo-iy40s5UsUCaUQg4p7Pw&cbp=12,23.64,0,-1,1
West Stanhope Place	Fully setted		
Westbank Street	Partially setted	The first half of the street coming off portobello road is setted, after the pitches on the right hand side the road is tarmac.	 https://www.google.com/maps?q=west+bank+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.956967,-3.209645&sl=55.945061,-3.2004823&hnear=Westbank+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.956843,-3.209645&panoid=ZgNmXHQ1UTQ-Eg&cbp=12,223.38,0,17,82
Wheatfield Place	Partially setted	The first part of the Road (coming from Wheatfield Rd) is a tarmac strip. The rest of the road is setted.	https://www.google.com/maps?q=Wheatfield+Place,+Edinburgh,+United+Kingdom&hl=en&ll=55.938391,-3.235967&spn=0.000012,0.009645&sl=55.95684,-3.118336&sspn=0.005255,0.009645&oq=wheatfield+pl+Edinburgh,+United+Kingdom&hnear=Wheatfield+Pl,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938421,-3.235623&panoid=kKxdxyftY3oiH4wmj1yc&cbp=12,113.73,0,15,22
Wheatfield Street	Partially setted	There is a strip of tarmac at the start of the road (coming from Gorgie Road) and the rest of the road is setted.	https://www.google.com/maps?q=Wheatfield+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.938442,-3.23391&spn=0.000012,0.009645&sl=55.938421,-3.235624&sspn=0.005258,0.009645&hnear=Wheatfield+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.938442,-3.23391&panoid=YuCJGAZI7Rj6LffG4QA&cbp=12,359.02,0,3,9
Wheatfield Terrace	Fully setted		https://www.google.com/maps?q=Wheatfield+terrace,+Edinburgh,+United+Kingdom&hl=en&ll=55.938116,-3.234584&spn=0.000003,0.002411&sl=55.938442,-3.23391&sspn=0.005258,0.009645&hnear=Wheatfield+Terrace,+Edinburgh+EH11+2PA,+United+Kingdom&t=m&z=19&layer=c&cbll=55.938116,-3.234584&panoid=8arRMow9mXUBQgixr5Y2Lg&cbp=12,83.21,0,17,52
William Street	Fully setted		https://www.google.com/maps?q=wiliam+stret,+Edinburgh,+United+Kingdom&hl=en&ll=55.949759,-3.21143&spn=0.000006,0.004823&sl=55.938116,-3.234584&sspn=0.001314,0.002411&hnear=William+St,+Edinburgh+EH3+7NG,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949694,-3.211598&panoid=L4O61mbFkwU9k4tviV8A&cbp=12,236.94,0,12,71
William Street North East Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+north+east,+Edinburgh,+United+Kingdom&hl=en&ll=55.949593,-3.212691&spn=0.000006,0.004823&sl=55.949695,-3.211597&sspn=0.002628,0.004823&hnear=William+St,+United+Kingdom&t=m&z=18&layer=c&cbll=55.949774,-3.212287&panoid=C-Kkef4bST51TdRdAHlnHg&cbp=12,69.81,0,4,91
William Street North West Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+north+west,+Edinburgh,+United+Kingdom&hl=en&ll=55.948966,-3.213879&spn=0.000003,0.002411&sl=55.949774,-3.212289&sspn=0.002628,0.004823&hnear=William+St,+United+Kingdom&t=m&z=19&layer=c&cbll=55.94886,-3.213698&panoid=zx6toKxoYQO7pZ3elwF4Vg&cbp=12,111,0,28,25
William Street South East Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+south+east+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.949348,-3.211785&spn=0.000003,0.002411&sl=55.94886,-3.213697&sspn=0.001314,0.002411&hnear=William+St+SE+Ln,+Edinburgh+EH3+7NH,+United+Kingdom&t=m&z=19&layer=c&cbll=55.949348,-3.211785&panoid=m1AwH4Uu82ei0oyf6kae7Q&cbp=12,90.42,0,-6,11
William Street South west Lane	Fully setted		https://www.google.com/maps?q=wiliam+street+south+west+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.948512,-3.21378&spn=0.000003,0.002411&sl=55.949348,-3.211785&sspn=0.001314,0.002411&hnear=William+St+SW+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.948585,-3.21364&panoid=CzMXstH00Be6NgYIBiSw&cbp=12,58.85,0,8,42

Windmill Lane	Partially setted	Can't get up the lane - building goes over the middle/through. Private on GIS appears partly setted on Googlemaps	https://www.google.com/maps?q=Windmill+Lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.942957,-3.186126&spn=0.000003,0.002411&sl=55.942957,-3.186126&sspn=0.002629,0.004823&oq=windmill+lane+ed&hnear=Windmill+Ln,+Edinburgh+EH8+9JT,+United+Kingdom&t=m&z=19&layer=c&cbll=55.942957,-3.186126&panoid=Cw4LbbOamCX_AZANOWEtg&cbp=12,219.77,0,0
Windsor Street Lane	Partially setted	There is a strip of tarmac at the start of the road (coming from Mongomery St) and the rest of the road is setted.	https://www.google.com/maps?q=Windsor+Street,+Edinburgh,+United+Kingdom&hl=en&ll=55.958852,-3.181679&spn=0.000012,0.009645&sl=55.942961,-3.186126&sspn=0.001308,0.002411&oq=windsor+street&hnear=Windsor+St,+Edinburgh,+United+Kingdom&t=m&z=17&layer=c&cbll=55.959075,-3.181494&panoid=vIAMg-XKUGQ9Dky0Hn8CTA&cbp=12,218.05,0,18.92
Yardheads	Partially setted	St Anothy place to cables wynd way, the right had side has a strip of tarmac where the cars can park.	https://www.google.com/maps?q=Yardheads,+Edinburgh,+United+Kingdom&hl=en&ll=55.972829,-3.17404&spn=0.000006,0.004823&sl=55.930392,-3.127338&sspn=0.005259,0.009645&oq=yardhe,+Edinburgh,+United+Kingdom&hnear=Yardheads,+Edinburgh+EH6+6BU,+United+Kingdom&t=m&z=18&layer=c&cbll=55.972945,-3.174312&panoid=gGLLoC-unKhic5oU3H-m3g&cbp=12,295.89,0,8.41
York Lane	Fully setted		https://www.google.com/maps?q=york+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.957087,-3.189243&spn=0.000006,0.004823&sl=55.971661,-3.173139&sspn=0.005229,0.009645&hnear=York+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.957112,-3.189096&panoid=AFVxfOpkbD8Aq0iieK0Jw&cbp=12,94.2,0,0.02
York Road	Partially setted	From the begining of the road (near beresford road) After Lennox road on the left the road becomes setted.	https://www.google.com/maps?q=york+road,+Edinburgh,+United+Kingdom&hl=en&ll=55.979465,-3.203416&spn=0.000006,0.004823&sl=55.978274,-3.203389&sspn=0.002626,0.004823&hnear=York+Rd,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=18&layer=c&cbll=55.97964,-3.203446&panoid=XreAxlzFT-szqx8EL3TQ&cbp=12,359.75,0,5.41
Young Street	Fully setted		https://www.google.com/maps?q=young+street,+Edinburgh,+United+Kingdom&hl=en&ll=55.953165,-3.204081&spn=0.000003,0.002411&sl=55.979639,-3.203448&sspn=0.002626,0.004823&hnear=Young+St,+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953165,-3.204081&panoid=8lx05ggiOMPVUV21HOefhA&cbp=12,265.69,0,6.01
Young Street North Lane	Fully setted		https://www.google.com/maps?q=young+street+north+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.953071,-3.20462&spn=0.000003,0.002411&sl=55.953165,-3.204081&sspn=0.001314,0.002411&hnear=Young+St+N+Ln,+Edinburgh,+City+of+Edinburgh,+United+Kingdom&t=m&z=19&layer=c&cbll=55.953134,-3.204638&panoid=LukLzMV6WSzk9QH9rSuQ&cbp=12,327.23,0,31.74
Young Street South Lane	Fully setted		https://www.google.com/maps?q=young+street+south+lane,+Edinburgh,+United+Kingdom&hl=en&ll=55.95287,-3.204644&spn=0.000006,0.004823&sl=55.953134,-3.204639&sspn=0.001314,0.002411&hnear=Young+St+S+Ln,+Edinburgh+EH2+4JF,+United+Kingdom&t=m&z=18&layer=c&cbll=55.952936,-3.204538&panoid=6iUVMEHgAEJ8FCrPZDWp6A&cbp=12,5.45,0,5.71

Krakow Study Visit

Introduction

There is a long and positive relationship between Edinburgh and Krakow stretching back to a European funded project in 1993 where the (then) Edinburgh District Planning Department was involved in the development of an Action Plan for Kasimierz, the Jewish Quarter of Krakow.

Since 1995, the two cities have co-operated via a formal Partnership Agreement that has since been extended and re-signed on a five year basis. The Edinburgh-Krakow partnership has the support of the Polish Consul General in Edinburgh as well as the Polish Cultural Festival, the Polish-Scottish Heritage project, the Edinburgh UNESCO World Heritage Office and the Scottish Polish Cultural Association in Edinburgh.

The Proposal

The proposal was to hold two workshops: one in Krakow and one in Edinburgh. Key staff from each city participated in the workshops. As both cities are world heritage cities, a common theme of heritage management underpins their mutual interest.

Two topics were explored during the workshops: one relating to community engagement and Placemaking, and one relating to the protection, enhancement and maintenance of setted surfaces. These two topic areas are currently of particular interest to both cities and considerable benefit has been accrued from the exchange of knowledge and practice.

1. **Community Engagement and Placemaking** – the identification of effective ways to engage and involve communities in projects that have a direct effect on their local environment.
2. **Setted streets** – the study of streets that are built with traditional stone setts (cobble) or cubes: specifically regarding effective construction standards that can withstand modern vehicular pressures and maintenance problems in face of a loss of traditional sett laying skills.

The workshops were preceded by a strategic organisational outward visit in March during which the overall aims of the project were agreed as well as the form and content of the workshops and the key staff that would be participating.

The Workshops

The first workshop took place in Edinburgh on 15 – 18 April 2015 culminating in a World Heritage Day event where the visitors had the opportunity to address staff, partners and the public in a World Heritage Day event organised with Historic Scotland and Edinburgh World Heritage Trust.

The return visit in Krakow took place on 21 – 24 September 2015 when three professional officers from the City Council participated in a full programme of visits and meetings alongside an officer from the Edinburgh World Heritage Trust. Beneficiaries also include a wide range of colleagues at City of Edinburgh Council as well as in Krakow due to the learning shared both during the study visit and upon return, so knowledge is not limited to those who travelled to participate.

Financial support for the outgoing workshop to Krakow was provided through the Polish Consulate in Edinburgh and the Scottish Polish Cultural Association for the cover of travel and accommodation costs for Edinburgh's participating staff. In-kind support was given by Krakow Municipality and local transport organisation ZiKIT as well as Edinburgh's World Heritage Trust, and the International Cultural Centre in Krakow.

The Outcomes

The outcomes are described in the accompanying report. The overall conclusion is that the workshops were a great success. The focussed approach over a limited number of working days proved to be an effective model that gave the participants the opportunity to both share their experiences with fellow professionals from the partner city and have the time to see the processes in action on the ground. Thus in terms of technical knowledge exchange it was successful.

It was also successful from a cultural exchange perspective. The opportunity to see how different cultures and planning regimes operate was very helpful and provided some pointers for future consideration of these specific issues.

Report of planning-themed visit to Krakow, Sept 2015

Review	Pre-visit outline	Post-visit response
<p>Have we achieved our objectives?</p>	<p>Two topics were suggested: one relating to community engagement and Placemaking, and one relating to the protection and enhancement (maintenance) of setted surfaces. These two topic areas are of particular current interest to both cities and it is believed that considerable benefit would be gained from an exchange of knowledge and practice.</p> <p>Community Engagement and Placemaking – the purpose of this piece of work is to identify effective ways of engaging and involving communities in projects that will have a direct effect on their local environment. Edinburgh is particularly interested in capturing the views of young people. How is this done in the two cities? What role do formal structures like Community Councils, Youth Parliament or schools play? How do young people learn about the World Heritage Site? What influence can community views have over the outcome of planning projects and when is the best time to involve people?</p> <p>Setted streets – both Edinburgh and Krakow have streets that are built with traditional stone setts (cobble) or cubes. One of the problems that Edinburgh has is to recognise the importance and value of setted streets and</p>	<p>As was anticipated, Edinburgh colleagues shared with Krakow an understanding of how and why we in Edinburgh should protect setted streets and the technical ways in which we do that. We gained in return information about the specific technical competencies with respect to setted streets and how Krakow maintains them. The exchange of knowledge was done through conversations with specific reference to detail as well as through site visits. We gained from Krakow an insight into different approaches and a management strategy which could inform future policy in Edinburgh.</p> <p>In terms of engagement, Krakow are rather new to the practice compared to Edinburgh, however we discovered that they are developing very quickly despite this relatively late start. They have a well developed engagement hub, employ the effective use of focus groups and they have a collection of well-produced videos on the website. In terms of online presence, Krakow are very impressive and are further developed than Edinburgh in some areas. So this aspect was of great interest and represented a significant point of learning for Edinburgh.</p> <p>It is hoped that the above learning could be used for planning and community engagement in Edinburgh – there is currently already a similar corporate consultation hub in place in Edinburgh but it could be further developed and rolled out more extensively according to Krakow’s practice. This roll out could include both spatial planning and across the different Neighbourhood Partnerships as happens in Krakow.</p> <p>Edinburgh colleagues learned about an interesting cultural difference in Krakow whereby elderly residents were not engaging and the younger citizens were actually becoming more engaged and active in public life as well as taking ownership of</p>

	<p>understand how best to allocate funding to address the long term maintenance. Central to retaining setted streets is the ability to achieve effective construction standards that can withstand modern vehicular pressures. There are also maintenance problems and a loss of traditional sett laying skills. What can Edinburgh learn from the way that Krakow looks after its streets? Are there restrictions on heavy vehicles within the historic core? What about historic streets outside the core – is their value respected?</p>	<p>public spaces. This was a completely different experience from Edinburgh’s so it was fascinating to learn about the impact of culture on engagement habits and how this had come around and how Krakow deals with it.</p> <p>One specific example of good practice which Edinburgh learned was that Krakow practitioners actively go to community groups (seek them out) specifically to ask opinions and share information with them – this is an approach which Edinburgh is developing and the Krakow examples support this approach.</p>
<p>How have we benefitted?</p>	<p>The measures of success for the partnership agreement are: raising the city’s international profile, promoting Edinburgh’s expertise, learning from European good practice, strengthening links with other European cities and increasing the potential for accessing European funding for future projects.</p>	<p>The study participants from Edinburgh are without a doubt better informed following the visit and have gained insight into how Edinburgh might develop its strategy for heritage management appreciating streets as an important part of the urban fabric of the city.</p> <p>Edinburgh has benefitted from understanding the value of setted streets and considering the impact of taking traffic off setted streets entirely. This is especially timely as this insight will be used to inform officers in developing policy, detailed design and specifications that will form part of the Edinburgh Street Design Guidance.</p> <p>Edinburgh’s community engagement officer will feed back in to the corporate-led Hub regarding the use of online resources based on the Krakow model. The face to face engagement in Krakow was relatively small but targeted and the online presence was high – Edinburgh colleagues believe this set-up could be successful if replicated in Edinburgh.</p> <p>Colleagues further benefitted by developing a good understanding and analysis of road and traffic management in Krakow which can be considered as incidental learning. Traffic management played a significant role in the management of streets and roads so although it was not a key objective for the visit; much was also learned on this subject and could only have been learned by physically being in the city and seeing it in practice.</p>

		<p>It has also been suggested that the collaboration between the two cities on this specific subject at this time has also led to the decision of Krakow City Council to consider being represented at the Festival of Architecture World Cities EXPO in Edinburgh in 2016 alongside other global cities of architecture and heritage. A result which Edinburgh finds hugely positive and very encouraging. It is hoped that further collaboration along these thematic lines will continue to promote strong relations between the two cities and position both internationally.</p>
<p>What are we doing with the information?</p> <p>Will it influence policy/project development?</p>	<p>The proposal is to hold two workshops: one in Krakow and one in Edinburgh. Key staff from each city would participate in the workshops. As both cities are world heritage cities, there is a common theme of heritage management that is of mutual interest. However, although the topics that have been identified relate to the maintenance and management of world heritage cities, they have broader application. As a key partner in the management of the world heritage site, Edinburgh World Heritage will be involved in the development of the project.</p> <p>While this project is very specific in its objectives it should, at the same time, support any broader European initiatives being developed by Edinburgh World Heritage (EWH). To this end, EWH have been invited to participate in the strategic development phase of the project and will hopefully be able to accompany staff to Krakow during this formative stage at their own cost.</p>	<p>Edinburgh planning colleagues are currently writing a report for Council Committee upon return from the study visit which will ultimately form the basis of a strategy and technical guidance for setted streets across Edinburgh.</p> <p>The study visit has absolutely fundamentally influenced Edinburgh policy and the future of management in the city of setted streets. The workshop has reinforced initial findings and will become part of Edinburgh’s future guidance on the subject of setted streets.</p> <p>Community engagement colleagues will feed back into the constant review of how we engage with citizens and will be able to share concrete examples from Krakow and back these up with demonstrable evidence.</p> <p>The fact that an Edinburgh World Heritage staff member was able to participate in elements of the visit programme in Krakow will strengthen the overall impact of Edinburgh’s findings and will reinforce the application of the learning across the city.</p>
<p>Has this/will this be shared?</p>	<p>The rationale for involving four staff for the Krakow workshop is that it is considered that a minimum of two staff per topic are required to get the most from each workshop. Having the two</p>	<p>A lunchtime learning sharing session is proposed for the setted streets group in Edinburgh. This group will be reconvened for this purpose and will receive a presentation on the study visit to Krakow.</p> <p>Colleagues have become convinced of the need for</p>

	<p>topics running concurrently is more efficient in terms of resources and reinforces the partnership aspect between the cities.</p> <p>Staff have been identified on the basis of bringing the appropriate expertise to the workshops. It should be noted that while only limited numbers can make the visit to Krakow for the second workshop, there will be an opportunity to bring more staff in for the first workshop in Edinburgh.</p>	<p>Edinburgh’s Hub to make more use of video content online. It is proposed that at a future Extended Management Team Meeting the use of videos in reaching out to visitors to the Hub is promoted and a case is made using Krakow example as demonstration of success. Making use of technician who can produce video content for the website.</p> <p>Photographic evidence/documentation of the study visit will be brought together from all participants and stored in a shared space for all to access for the purposes of demonstrating or using as an example of working practice.</p>
<p>What has been the value for you in terms of cultural exchange/understanding?</p> <p>What do you think of the partnership between Edinburgh and Krakow now given this context?</p>	<p>There is a long and positive relationship between the Edinburgh and Krakow stretching back to a European funded project in 1993 where the (then) Edinburgh District Planning Department was involved in the development of an Action Plan for Kazimierz, the Jewish Quarter of Krakow.</p> <p>Throughout the years, the city partnership has grown to include areas of social inclusion, economic development and literature. The city partnership has also been underscored by a number of reciprocal civic visits. The Edinburgh-Krakow partnership has the support of the Polish Consul General in Edinburgh as well as the Polish Cultural Festival, the Polish-Scottish Heritage project, the Edinburgh UNESCO World Heritage Office and the Scottish-Polish Society in Edinburgh.</p>	<p>Edinburgh colleagues have been impressed that culturally Krakow has been taking seemingly bigger and bolder steps in the last 30 years than Edinburgh has. This discovery has lead Edinburgh to ask some interesting questions about its own heritage management.</p> <p>Colleagues were fascinated by cultural attitudes in Krakow generally and the overall sensitivity to and value placed on “cultural heritage.” Citizens and specifically council officers in Krakow feel strongly about the city that they live and work in – the environment that they interact with. There is a strong sense of value and pride which is reflected through political support, which prompts a drive to protect.</p> <p>Edinburgh colleagues were aware of large cultural differences, particularly for engagement – it was enlightening.</p> <p>In Krakow it seemed that staff and citizens were not just dealing with processes but dealing with culture – there is not the same approach here in Edinburgh.</p> <p>Kazimierz district very interesting and has some similarities to Leith or some areas of the Old Town in Edinburgh.</p> <p>Edinburgh colleagues were additionally pleased to meet a range of professionals and visit parts of the city as well as have the opportunity to sample Polish food and drink and very much enjoyed the culinary offer.</p>

Transport and Environment Committee

1000 hrs, Tuesday, 15 March 2016

9% Budget Commitment to Cycling

Item number	7.7
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting on 9 February 2012, the Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. For 2016/17, 9% of the transport budgets should be allocated to cycling. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP) and to attract funding from external bodies such as Sustrans.

This report covers the Council's proposed expenditure on cycling in 2016/17.

Links

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

9% Budget Commitment to Cycling - Summary of Expenditure

Recommendations

- 1.1 It is recommended that the Committee approves the proposed Council expenditure on cycling for 2016/17.

Background

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

- 2.5 In addition, at its meeting of 13 February 2014, the Council further agreed to:
- 2.6 “Note the continuing allocation to cycling as a percentage of both the net capital expenditure and the net revenue expenditure of the Transport division of the Council, including revenue funding for core roads services, transport and neighbourhood roads, but excluding tram and certain specifically allocated capital funding, namely flood prevention and coastal protection, agrees this percentage should be increased to 7% for 2015/16 and confirms the actual allocations to cycling for financial years 2012/13 and 2013/14”.
- 2.7 The Capital Coalition Motion, approved at the 21 January 2016 Council meeting, included a commitment to allocate “... 9% of both the net capital expenditure and the net revenue expenditure of the Transport Division of the Council to cycling” in 2016/17.
- 2.8 This report covers the Council’s proposed capital and revenue expenditure on cycling, in the 2016/17 financial year, to meet the 9% targets.

Main report

- 3.1 The combined (capital and revenue) target for the 9% cycling spend for 2016/17 is £1,728,899. The Council intends to exceed this target through the planned expenditure of approximately £1,787,000 on capital cycle projects and cycling-related maintenance.
- 3.2 A breakdown of the Council’s proposed expenditure on cycling for 2016/17, by capital and revenue, is summarised below:

Capital programme

- 3.3 The total Capital Investment Programme (CIP) for Traffic and Engineering, Transport Planning and Roads for 2016/17 (excluding flood prevention, tram project and Neighbourhood Environmental Programme funding) has been set at £17,005,000. To meet the 9% commitment it has been calculated that £1,530,450 should be spent on cycling. It is proposed that this is achieved using a combination of expenditure on new cycling infrastructure and existing cycling related spend:
 - a) Existing spend on cycling related maintenance (£464,000):

Capital Road Renewals - existing renewals that benefit cyclists (eg renewal of surfacing in advanced stop areas, cycle lanes and bus lanes (100% of the first 1.5m width)) = £427,000;

Maintenance of bridges/structures that are used by cyclists = £37,000.
 - b) Cycle Capital programme for additional projects = £1,066,450.
- 3.4 In addition, there is a forecast rolling forward of £436,748 from 2015/16 to 2016/17, for the completion of projects spanning both financial years.

- 3.5 A capital cycle projects programme has been developed for the 2016/17 financial year which allocates the £1,066,000 of funding for new cycle projects plus the £436,748 carry forward, totalling £1,502,748. In addition, the programme includes £336,614 of reserve projects which can be brought forward in the event of programme slippage. The draft capital cycle programme is attached in Appendix 1.
- 3.6 The Council has continued to be successful in attracting Scottish Government funding via Sustrans, the sustainable transport charity. The Council's 2016/17 cycling budget includes £1,127,500 earmarked to match bids for Sustrans' Community Links funding programme. These bids consist of cycling/pedestrian infrastructure improvements and the 20mph speed limit project. The outcome of these bids is expected to be announced in April 2016. The Council's percentage budget commitment for cycling has provided a degree of certainty which has helped in the preparation of funding bids. Crucially it has also helped ensure that the Council has adequate funding to match the availability of cycling finance from Sustrans/the Scottish Government.
- 3.7 It should be noted that many of the cycling projects involve creating or improving off-road routes or providing new road crossings. Such projects generally also entail significant benefits for pedestrians.

Revenue programme

- 3.8 The net Revenue expenditure budget for Roads and Transport for 2016/17 (adjusted for external income and meeting the % calculation criteria) is £2,209,993. This figure is lower than last year due to forecast increases in parking revenue (+£2M), removal of a one-off roads repair increase (-£2M) and savings from the Transformation programme (-£2.5M). On this basis the 9% target revenue cycling budget has been calculated as £198,899.
- 3.9 Existing spend on cycling related maintenance in 2016/17 has been estimated to be around £257,000, consisting of:
- a) Revenue Roads Maintenance – existing maintenance work that benefits cyclists (eg 100% of street lighting, winter maintenance and gully cleaning costs on all cycle paths/lanes) = £130,000.
 - b) Maintenance of signalised Toucan (shared cyclist/pedestrian) crossings (50% of costs) = £32,000.
 - c) Maintenance of cycling infrastructure at signalised junctions (7% of costs) = £28,000.
 - d) Maintenance of yellow/red lines for parking/loading restrictions (50% of cycle lanes and bus lanes) = £65,000.
 - e) Spylaw Tunnel maintenance repairs = £2,000.

- 3.10 As the calculation for existing cycling related spend is greater than the target there will be no additional budget available for revenue cycling projects in 2016/17 and no contribution will be available towards the Smarter Choices Smarter Places funding match (see the report on this project also being presented to this Committee meeting).

Monitoring of spend

- 3.11 It should be noted that the expenditure of the 5% (+1% per annum) commitment, is subject to a report being presented to the Committee every September. That report details how the budget was spent and provides an update on progress towards achieving the Charter of Brussels and ATAP targets. A report on cycling-related spend for the 2015/16 financial year is scheduled to be presented to the August 2016 Committee.

Measures of success

- 4.1 A report on actual expenditure in 2015/16 against the 7% targets will be presented to the August 2016 Committee. Expenditure in 2016/17 will be reported to Committee in August 2017.
- 4.2 Regarding increases in cycle use, the ATAP includes a number of targets and these will be monitored over the duration of the plan (2010-2020). The latest figures are contained within the 'Active Travel Action Plan Review 2015', which was reported to the 12 January 2016 meeting of the Committee.

Financial impact

- 5.1 The Council's Capital Investment Programme (CIP) for Traffic and Engineering, Transport Planning and Roads for 2016/17 is £17,005,000. The 9% calculation on this figure equals £1,530,450. Existing spend on cycling related capital enhancement is estimated to be £464,000, leaving a target for new cycling investment of £1,066,450. This is being funded from the £1,376,000 set aside from the 2016/17 Roads capital budget that was approved by the 21 January 2016 Transport and Environment Committee.
- 5.2 The Council's approved net revenue budget for Roads and Transport in 2016/17 is £2,209,993. The 9% calculation on this figure equals £198,899. Existing spend on cycling related revenue maintenance is estimated to be £257,000 so no additional revenue expenditure on cycle projects is planned.
- 5.3 The report outlines total capital expenditure plans of £1,530,450 on investment in cycling infrastructure. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £1,530,450 and interest of £1,083,469, resulting in a total cost of £2,613,469 based on a loans fund interest rate of 5.5%. The annual loan charges would be £130,673.

- 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. Following instruction from Members, notional loan charge estimates have been provided above, which it should be noted are based on the assumption of borrowing in full for this capital project.

Risk, policy, compliance and governance impact

- 6.1 If the Council is unable to spend the 9% allocation for cycling it could result in unnecessary borrowing and reputational damage. This risk will be mitigated through monthly programme monitoring and will be monitored in the Transport division's risk register.
- 6.2 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.3 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the ATAP. An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP, which concluded that a full EqIA was not required.
- 7.2 An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's capital and revenue expenditure on cycling in the 2016/17 financial year.

Sustainability impact

- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 9% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

- 8.2 A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan. It concluded, that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

Consultation and engagement

- 9.1 Consultation on the 2016/17 cycle capital and revenue programmes has been undertaken with members of the Active Travel Forum including Spokes and Pedal on Parliament.

Background reading/external references

Minutes of 9 February 2012 Council meeting

Active Travel Action Plan (September 2010)

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

Active Travel Action Plan – Review 2015 (January 2016)

Paul Lawrence

Executive Director of Place

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Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p>SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>1. Proposed 2016/17 cycle capital programme</p>

Appendix 1 - Proposed 2016/17 cycle capital budget (draft)

Location	Scheme	Cost	CEC	CWSS	Sustrans*
Construction:					
George IV Bridge - King's Buildings	Ratcliffe Terrace	£ 13,000	£ 13,000	£ -	£ -
Marchmont Road - Kings Buildings	Ph1 Segregated cycleway,	£ 300,000	£ -	£ 150,000	£ 150,000
NCN1 - Golf course path	Lighting	£ 23,000	£ 23,000	£ -	£ -
Innocent Path	Lighting	£ 113,000	£ 113,000	£ -	£ -
A8 Gyle - Newbridge	Ph1 (completion) / Ph2 - route upgrade	£ 468,372	£ 224,000	£ 76,000	£ 168,372
City-wide	Map boards / Courtesy signage	£ 50,000	£ 25,000	£ -	£ 25,000
Braid Hills Drive	Segregated cycleway (£80K)	£ 160,000	£ 80,000	£ -	£ 80,000
West Granton Access - Silverknowes Prom.	New path linking National Grid, crossings, etc	£ 100,000	£ 50,000	£ -	£ 50,000
City-wide	On-street cycle parking	£ 199,600	£ 122,240	£ -	£ 77,360
Sighthill jcn	Contribution to signalising jcn. incl. Toucans	£ 55,000	£ 55,000	£ -	£ -
Silverknowes Promenade	Extension of promenade	£ 110,000	£ 110,000	£ -	£ -
Design only:					
City-wide	Street Design Guidance	£ 25,000	£ -	£ -	£ 25,000
Roseburn Path - Leith Walk via George St.	Segregated cycleway, quiet streets, crossings, etc	£ 350,000	£ 175,000	£ -	£ 175,000
Roseburn Path - Union Canal	New bridges, ramps, off-road path, crossings, etc	£ 350,000	£ 175,000	£ -	£ 175,000
Cultins Road path	Land purchase	£ 15,000	£ 15,000	£ -	£ -
Meadows - Union Canal	Segregated cycleway, quiet streets, crossings, etc	£ 40,000	£ 40,000	£ -	£ -
Devon Place	Shared use footpath, Toucan crossing, etc	£ 14,140	£ 7,570	£ -	£ 6,570
Telford Path - Western General	Toucan crossing, shared footway, path upgrade, etc.	£ 30,000	£ 15,000	£ -	£ 15,000
Leith - Portobello (WoL to Links Place)	Cycle contra-flow, jcn redesign, cycle lane, etc	£ 40,000	£ 20,000	£ -	£ 20,000
Fountainbridge/Dundee Street	Segregated cycle lanes, crossings, etc.	£ 57,340	£ 42,340	£ -	£ 15,000
Crewe Road South / Orchard Brae	New d-island crossing, cycle lanes, rbt upgrade	£ 56,223	£ 41,223	£ -	£ 15,000
Various locations - tram route	Assorted improvements	£ 12,963	£ 12,963	£ -	£ -
MMW - Princes Street	Segregated cycleway, crossing, etc	£ 33,175	£ 20,929	£ -	£ 12,247
Charlotte Square to Lothian Road	Toucan crossing, cycle tracks, etc.	£ 25,000	£ 12,500	£ -	£ 12,500
Holyrood Park to Ratcliffe Terrace	Crossing improvements, 1-way contra-flow, etc	£ 24,106	£ 13,685	£ -	£ 10,422
St.Leonards - Canongate/Holyrood Drive	Redetermination, widening/resurfacing, DKs	£ 35,000	£ 17,500	£ -	£ 17,500
Lower Granton Road	Off-road path	£ 35,000	£ 17,500	£ -	£ 17,500
Holyrood Park to Portobello	Quiet roads, shared paths, crossings, etc	£ 20,000	£ 10,000	£ -	£ 10,000
North Edinburgh Path Network	Accesses / drainage / lighting / surfacing	£ 18,854	£ 7,885	£ -	£ 10,969
QuietRoute 6 (Grange Rd - Lothian Rd)	Toucan crossings, contra-flow, etc.	£ 25,283	£ 14,436	£ -	£ 10,847
QuietRoute 8 (Russell Rd - Gyle)	Route upgrade inc. Balgreen Crossing	£ 40,000	£ 20,000	£ -	£ 20,000
QuietRoute 9	Route upgrade	£ 40,000	£ 20,000	£ -	£ 20,000
QuietRoute 61	Route upgrade	£ 42,046	£ 22,949	£ -	£ 19,098
QuietRoute 20 (Craigleith - Leith Walk)	Route upgrade	£ 68,104	£ 52,435	£ -	£ 15,669
Cultins Road shared footway	Widen & resurface footway / crossing upgrade	£ 35,000	£ 17,500	£ -	£ 17,500
River Almond walkway @ Salveston Steps	Flood resistant path	£ 50,000	£ 25,000	£ -	£ 25,000
City-wide	One-way street exemptions	£ 15,000	£ 15,000	£ -	£ -
Stockbridge Town Centre	Feasibility / preliminary design	£ 5,000	£ 5,000	£ -	£ -
Capitalised staffing costs		£ 98,656	£ 98,656	£ -	£ -
		£ 3,192,862	£1,750,311	£ 226,000	£1,216,553

* - subject to funding bids being successful
Sustrans total incl. £64K 2015/16 reprofiled funding

Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

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

Item number	7.8
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting of 25 August 2015 Committee considered a report that presented a draft of the Parking Action Plan (PAP).

The report recommended that the Council enter into consultation with stakeholders on the content of the plan.

The purpose of this report is to advise Committee on the outcomes of that consultation, to consider the consultation responses and to seek Committee approval for a finalised version of the plan.

Links

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

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

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the results of the PAP consultation;
 - 1.1.2 approves in principle the extension of parking controls (as detailed in Option 1 in paragraph 3.31 of this report) on the basis that:
 - a. the operational hours of waiting restrictions and parking places in Zones 1 to 4 on Monday to Saturday would be extended to 1900 hours;
 - b. waiting restrictions and parking places in Zones 1 to 4, would operate on Sunday afternoons 1300 – 1900 hours; and
 - c. single yellow line restrictions on main traffic routes throughout the CPZ and extended zones would operate on Sunday between 1300 and 1900 hours;
 - 1.1.3 requests a report, in the next cycle, setting out the programme for the implementation of the new parking arrangements for Sunday afternoons;
 - 1.1.4 notes that it is proposed to monitor the impact of the proposed changes to the controlled hours on Sundays; and
 - 1.1.5 approves the Parking Action Plan (Appendix 1), with amendments as detailed in this report.

Background

- 2.1 In January 2014, Committee approved the Council's Local Transport Strategy 2014-2019 (LTS). The LTS and the policies it contains were informed by extensive consultation and input from individual Action Plans.
- 2.2 There are 33 policies related to parking within the LTS. The draft PAP drew many of those policies together into a single document, creating a cohesive vision for parking in Edinburgh and a basis for delivering parking improvements.
- 2.3 At its meeting of 25 August 2015, Committee approved a report on the PAP. Committee agreed to the content of the draft PAP and to consult with stakeholders on its proposals.

2.4 The consultation exercises that were detailed in the August 2015 report ran from 1 October 2015 to 31 October 2015 and the responses have now been analysed.

2.5 This report:

- details the outcome of the consultation exercises;
- presents Committee with a proposed finalised version of the PAP;
- explains the next steps and timescales for moving the PAP forward; and
- explains what work will be undertaken in order to deliver the PAP.

Main report

3.1 The actions within the draft PAP drew information from a variety of sources, taking into account the concerns of road users, residents and businesses, reflecting them in measures designed to:

- increase parking availability for residents and visitors;
- improve the flexibility of parking provision;
- improve access to parking at times when residents had difficulty in finding parking spaces; and
- help the Council to meet the objectives and policy aims contained within the LTS, including:
 - a. reducing the detrimental impact of motor vehicles on the city centre environment.
 - b. supporting the use of emission reduction measures as a means of working towards the air quality standards prescribed in legislation.
 - c. facilitating a bus and Tram network in Edinburgh that is reliable and convenient for journeys throughout the city at all times of day, throughout the week.
 - d. working towards a road network where all users are safe from the risk of being killed or seriously injured.
 - e. facilitating access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.
 - f. protecting and, where possible, enhancing residents' ability to park and load close to their homes.

Previous Consultations - Parking Satisfaction Survey and LTS Consultation

3.2 Many actions within the draft plan originate from the comprehensive Parking Satisfaction Survey conducted across the original ten zones of the Controlled Parking Zones (CPZ).

- 3.3 The survey involved the delivery of almost 70,000 leaflets to addresses, both residential and business, across the CPZ, and giving respondents the opportunity to comment on parking issues in their area. The results of that survey were reported to Committee in January 2014 and are summarised in Appendix 2.
- 3.4 A simultaneous consultative exercise designed to help shape the Council's broader Transport Policy and to inform the drafting of the LTS was also carried out. The results were reported to Committee in January 2014. These are also summarised in Appendix 2.
- 3.5 While these two consultations had separate aspirations, the results of both exercises contained common threads highlighting the desire to improve parking management in the city centre. There was also an acceptance that there was a need for changes to existing arrangements. More importantly, the consultation results indicated that there was support for measures that would help the Council deliver parking improvements.
- 3.6 The results of both consultations directly informed the preparation of the draft PAP. The result was a single document containing a range of proposals designed to provide for better parking management in Edinburgh, directly linked to policy objectives.

Parking Surveys

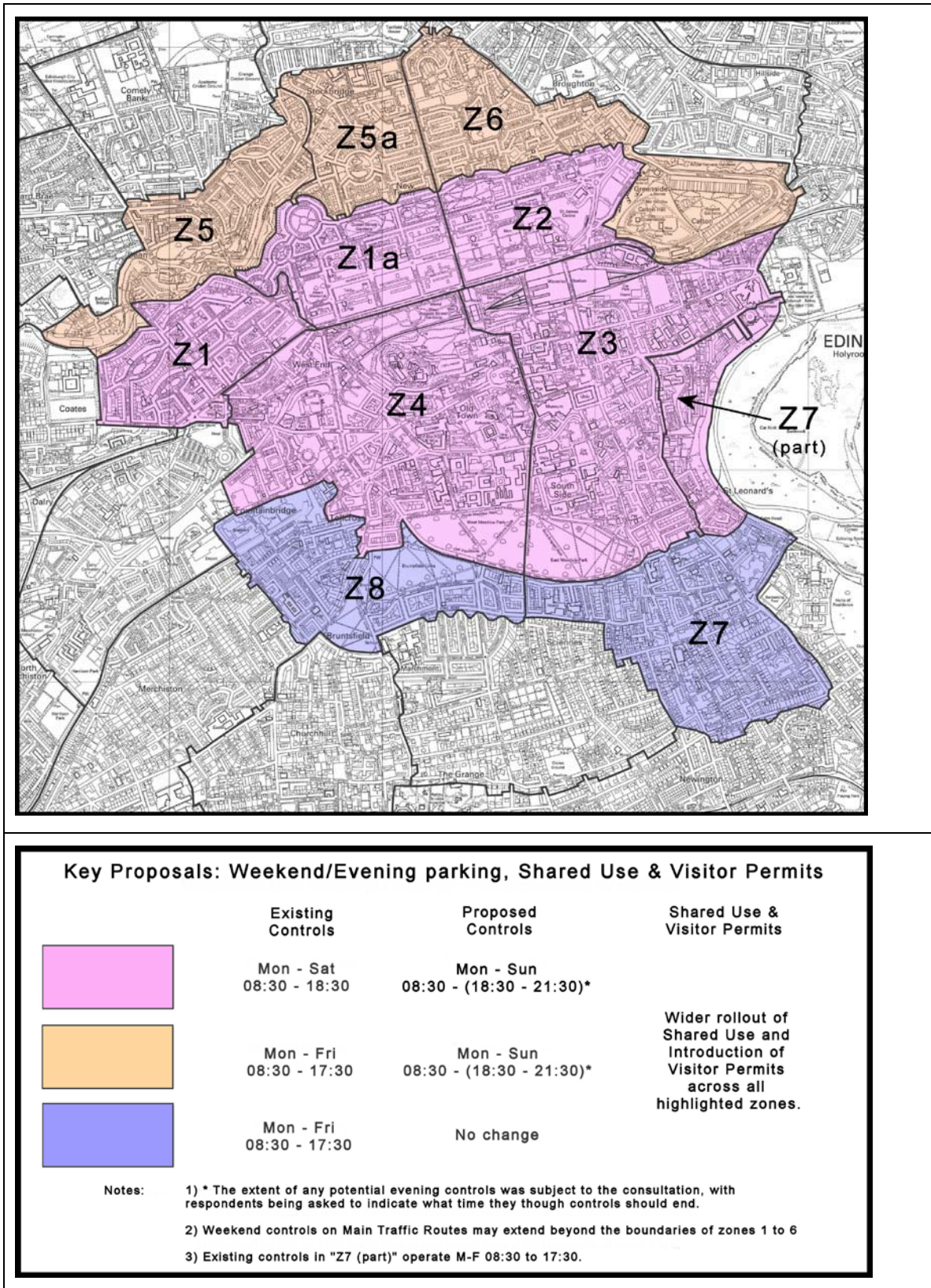
- 3.7 The drafting of the PAP was also informed by extensive parking surveys conducted across the city centre.
- 3.8 These surveys were specifically designed to establish the justification, or otherwise, for measures to address concerns raised in previous consultations.
- 3.9 Details of the results of this survey work, as well as other supporting evidence, are contained within Appendix 2.

Draft PAP Consultations

- 3.10 Consultation on the draft PAP sought to engage with a range of stakeholders, using a variety of methods.
- 3.11 The consultation elicited just over 4,000 replies. Full details of the consultation and a detailed analysis of the replies and associated comments can be found within Appendix 3.
- 3.12 A further paper that describes the key elements of the PAP can be found within Appendix 4. Within that paper is an explanation of the rationale behind the proposals contained within the draft PAP for:
- evening parking controls;
 - weekend parking controls;
 - Shared-Use Parking;

- Visitor Permits; and
- Pricing Strategy.

3.13 The following plan shows the extent of the key proposals as detailed in the draft PAP.



Key Proposals – Including post-consultation amendments

- 3.14 Shared-use parking places are a key element of the PAP. They will create additional space to improve parking opportunities for residents, as well as increasing accessibility when residents do not need the use of on-street parking. The additional space will be provided by changing existing yellow line areas and pay-and-display parking places to shared-use parking places. Shared-use parking places also create the additional space required to accommodate the rollout of Visitors' Permits. Additional details about shared-use parking places can be found in Appendix 4.
- 3.15 Analysis of the consultation results shows clear support for some elements of the PAP:
- 62% of respondents agreed with the proposal for shared-use parking places, with only 24% indicating that they did not support its introduction.
 - 52% of respondents support the introduction of Visitors' Permits, with only 28% opposed.
- 3.16 These initiatives remain unchanged within the finalised version of the PAP. It is proposed that the Council proceed with arrangements to introduce Shared-Use parking and Visitors' Permits as planned.
- 3.17 The proposals for both evening and weekend parking elicited a more negative response from the consultation:
- 81% of respondents indicated that they disagreed with evening controls, with 86% suggesting that controls should remain the same as at present.
 - 76% of respondents indicated that they disagreed with Saturday controls being introduced to Zones 5, 5A, 6 and part of Zone 7.
 - 83% of respondents indicated that they disagreed with Sunday controls being introduced to Zone 1 to 6 and part of 7.
- 3.18 However, less than one third of all respondents (1,122 out of a total of 3,715 responses) indicated that they lived within those parts of the city centre that would be affected by the proposals. This indicates that the majority of respondents (70%) are opposed to controls on the basis of the impact that it might have upon them as visitors to the city centre.
- 3.19 Despite the negative response received from this consultation, the targeted consultation of the Parking Satisfaction Survey asked when residents had the most difficulty parking. Responses indicated that difficulties were experienced both in the evenings and at weekends.

- 3.20 Survey data collected for the PAP suggests that there are parking difficulties at these times, as well as indicating that there is significant parking on main routes, impacting on accessibility, road safety, cycling and public transport. It is Council policy, documented in the LTS, to mitigate any such impacts and it is evident that the introduction of controls in the evenings and at weekends will support this policy.
- 3.21 However, as discussed within Appendix 2, there is scope to reconsider the extent of the controls being proposed.
- 3.22 The PAP questionnaire, which was made available through the Council's Consultation Hub, asked respondents to comment on how far into the evenings they thought controls should be extended, giving a range between 1830 and 2130 hours. The purpose of this exercise was to determine whether residents would prefer to see restrictions extended to a particular time.
- 3.23 The majority of respondents indicated that they wanted controls to remain unchanged.

Public Transport

- 3.24 A number of respondents to the PAP consultation indicated that the current levels of public transport provision on Sundays were a significant reason for choosing to travel into the city centre by car. It is considered that, as is discussed in greater detail within Appendix 2, extended controls would provide the catalyst for enhancements to public transport in Edinburgh on Sundays.
- 3.25 Initial discussions have taken place with Lothian Buses (LB) on the subject of evening and Sunday parking controls and the provision of bus services. LB has indicated that it is supportive of additional parking controls, where those controls would assist bus movement and traffic flow and encourage increased public transport usage.
- 3.26 LB has also indicated that changes in demand over recent years mean that it is now considering enhancements to Sunday bus frequencies. It has committed to continued dialogue with the Council with a view to further changes to bus services to complement extensions to parking controls as and when these take place.
- 3.27 A letter received from LB has confirmed their support for additional parking controls and improved enforcement of existing parking and bus lane restrictions. While the Council would support improvements to enforcement that would assist in meeting policy objectives, there is limited funding currently available to provide additional enforcement. Future discussions with LB should include consideration of how such improvements might be funded.

Proposals for Evening and Sunday Parking

- 3.28 On the basis of the responses received, and taking into account the relevant policy objectives contained within the LTS, there are two options for extended controls that were considered.
- 3.29 In view of the comments received in terms of Zones 5, 5A and 6, which broadly cover Dean Village, part of Stockbridge and the northern end of the New Town, it is proposed that, at this time, these zones will remain under Monday to Friday control, and that monitoring will take place to gauge whether changes that are made elsewhere have a detrimental impact on these areas.
- 3.30 The two options considered reflect the policy objectives within the LTS, in terms of managing car usage and encouraging visitors to the city centre to consider more sustainable modes of transport. These options are also designed to allow for improvements in public transport, creating conditions that will help to support bus services by improving traffic movement, but also in encouraging increased patronage, as well as providing improvements in accessibility for permit holders.
- 3.31 The proposed options are summarised in the following table:

	Current Controlled Hours	Option 1	Option 2
Zones 1 to 4	Mon – Sat (0830 to 1830)	Mon – Sat (0830 to 1900) Sun (1300 to 1900)	Mon – Sun (0830 to 1900)
Zones 5 to 6	Mon – Fri (0830 to 1730)	No Change	No Change
Zone 7 (part)*	Mon – Fri (0830 to 1730)	Mon – Sat (0830 to 1900) Sun (1300 to 1900)	Mon – Sun (0830 to 1900)
Main Routes (QBC & Greenways)**	Mon - Fri (0730 to 1830) Sat (0800 to 1830)	Mon – Fri (0730 – 1900) Sat (0800 to 1900) Sun (1300 to 1900)	Mon – Fri (0730 – 1900) Sat/Sun (0800 to 1900)
Main Routes**	Mon - Sat (0800 to 1830)	Mon – Sat (0800 to 1900) Sun (1300 to 1900)	Mon - Sun (0800 to 1900)

*The area of Zone 7 in question would be added to Zone 3

** Main route restrictions would operate throughout the CPZ, ending at the outer boundaries of the extended controlled area.

- 3.32 The full implications of the two options are considered within Appendix 2 of this report. The key implications are:
- There is little difference in implementation costs between the two options, since both options will require the same signing changes;
 - The operating hours in Option 2 improve the likelihood that the Council would be able to cover its operating costs,
 - Parking survey evidence shows that there is a build-up of parking demand between 10:00 and 12:00 on Sundays, but that demand peaks between during the afternoon, suggesting that maximum benefit would be achieved by controlling parking at this time;
 - Controls that operate at different times on different days of the week will result in a requirement for larger signs throughout the CPZ;
 - Extending controls on Sundays to operate on main routes throughout the CPZ is considered to be a key requirement that will support improvements to both public transport and cycling.
- 3.33 Following detailed analysis of the full implications of these two options, it is considered that Option 1 is the preferred option in terms of an initial introduction of Sunday parking controls.
- 3.34 It is further considered that it will be necessary to carefully monitor the impact of Sunday afternoon controls. That monitoring should seek to identify whether there is a need for further consideration to be given to extending the hours of control.

PAP

- 3.35 There have been a number of amendments made to the PAP in response to comments received during the consultation. While many of these amendments are minor in nature, there have also been more significant changes made in order to improve understanding of the document. These changes, detailed in Appendix 5, have been incorporated into the final version of the plan, Appendix 1.
- 3.36 Key changes include:
- Improved detail on the benefits of shared-use parking;
 - Detail on the extension of evening restrictions amended to show that further investigation and consideration is required in terms of how the Council might address evening parking pressures;
 - A section on parking enforcement has been added, including suggestions on how enforcement could be enhanced;
 - Details of a proposed reduction in ticket machines in light of impending coinage changes that would have a significant cost implication to the Council;

- Additional details of the Electric Vehicle charging point trial;
- Improved wording on legislative requirements for spending parking income; and
- Improved wording on prioritisation of sustainable travel options.

Delivering the Key Elements of the PAP

- 3.37 Much of the plan will require extensive changes to the Traffic Regulation Orders (TRO) which govern the CPZ, along with changes to signs and road markings.
- 3.38 The rollout of Shared-Use and Sunday Parking will require changes to the signing that indicates to road users the type and extent of restrictions that are in effect. By bringing about these changes simultaneously, rather than using a phased approach, the Council would avoid the costs of repeated changes to the signs and road markings; the signs would be changed only once which would be economically advantageous to the Council.
- 3.39 In addition, by minimising the amount of differing information required the Council can reduce each sign to its minimum size, maximising the potential to be able to continue to use existing street furniture and other mounting points.
- 3.40 This simultaneous approach, along with simplified restrictions that keep sign sizes to a minimum, saves unnecessary expense and recognises the status of the city centre as a World Heritage Site, keeping the impact of necessary signing to an absolute minimum.
- 3.41 A further report on the financial implications of these aspects of the PAP is scheduled to be considered by Committee in no more than three cycles, at which time authority will be sought to commence the necessary statutory procedures to make the proposed changes.

Measures of success

- 4.1 In order to assess the impact of the PAP against its objectives it is proposed to carry out a new Parking Satisfaction Survey shortly after implementation of the changes outlined in this report. This will consider impacts on the following groups:
- CPZ residents, both permit holders and non permit holders;
 - Other permit holders (businesses, trades etc);
 - City centre businesses;
 - Non residents who park in the city centre; and
 - Other road users.

- 4.2 The outcomes that we will seek to measure relate to improving perceptions held by the full range of customers/users including:
- perception by city centre residents and their visitors that finding parking spaces is easier;
 - perception of fair and high quality of service by business/retail/trades permit users;
 - maintaining or improving perception of ease of parking in the city centre for visitors;
 - perception that parking restrictions are helping to improve conditions for people with mobility impairments, pedestrians, cyclists and public transport users on main roads and in the city centre, particularly on Sundays;
 - maintaining or improving the perception of city centre businesses about parking as part of the Council's overall approach to transport; and
 - improved understanding of the permits that are available to businesses and retailers.
- 4.3 A further outcome sought is a change in the permit holder vehicle fleet to more environmentally friendly vehicles.

Financial impact

- 5.1 The recommendations contained within this report and within the draft PAP will result in no immediate financial implications to the Council. It is proposed that a further report in respect of the financial implications of the PAP will be submitted to Committee within three cycles, detailing the implementation costs involved in:
- a the rollout of shared-use parking; and
 - b the extension of controls evenings and Sundays.
- 5.2 The report will also contain proposals for a revised pricing strategy, as proposed within the PAP. The introduction of a structured, policy driven pricing strategy would have the potential to generate increased revenue.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. A full assessment of the draft proposals contained within this report and within the draft PAP has been prepared. With the next stage in the process of adopting the PAP being detailed consultation, it is proposed that the current ERIA be considered as a live document that will be updated and amended as the process progresses.
- 7.2 It is, however, considered that adoption of the preferred option detailed within this report, which would bring parking controls on Sundays in line with other days of the week, would result in no negative equalities impacts.

Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.
- 8.2 It is anticipated that the proposals to introduce a revised pricing strategy and to extend the hours of control to both evenings and Sundays will have a positive impact in reducing carbon emissions and in building a sustainable Edinburgh. This would be achieved by reducing the number of trips made by private vehicle, encouraging use of public transport and active travel alternatives to private vehicles, improving road safety and improving accessibility.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh because public transport and active travel usage will be encouraged, the provision of measures designed to manage parking demand will create equality of opportunity, parking controls will provide for improved road safety and improved accessibility for those who have mobility issues. The cohesive approach proposed for parking in the city centre will reduce sign sizes and help to ensure that existing infrastructure can be used, rather than requiring its replacement or the provision of additional infrastructure.
- 8.4 It is anticipated that the finalised proposal for a pricing strategy, which may involve changes to the existing arrangements for permit charges, will have a positive impact on pollution and air quality within the city centre. Full details of those anticipated impacts will be described within the report to Committee in three cycles.

Consultation and engagement

- 9.1 A consultation exercise on the content of the draft PAP was conducted during October 2015. That exercise included providing and facilitating:
- a detailed information, including a copy of the draft plan and a set of frequently asked questions on both the Council's website and on the Consultation Hub;
 - b an online questionnaire accessible through the Consultation Hub;
 - c a series of Drop-in sessions, exhibitions and roadshows held at venues across the city; and
 - d Focus Groups which targeted specific interest groups likely to have an interest or be affected by the proposals.
- 9.2 Approximately 4,000 separate responses were received to the consultation. Those responses are detailed within the appendices.
- 9.3 Most of the potential changes that may arise from the PAP will require the processing of one or more TROs. As is specified within the governing legislation, any changes made by TROs are subject to a full, statutory consultation process.
- 9.4 Given the nature of the likely changes and their implications, it is proposed that any arising TROs will include consultation with a wide range of stakeholders representing all parties likely to be affected.

Background reading/external references

Report to the Transport and Environment Committee of 25 August 2015 – “Delivering the LTS – Parking Action Plan Update” – item 7.3.

Paul Lawrence

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO19 – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 - Parking Action Plan 2 - Background Report a) Parking Satisfaction Survey b) LTS Consultation c) Supporting Evidence d) Zone Maps: Proposal Options e) Options Analysis 3 - Key Elements of the Parking Action Plan 4 - Changes to the draft Plan 5 - Consultation Report a) Draft Parking Action Plan Consultation b) Zone Map: Consultation proposal c) Consultation Analysis d) Consultation Comments and the Council's Response e) Feedback from Drop-In Sessions, Exhibitions, Roadshows and Focus Groups



The Parking Action Plan

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Foreword

This Parking Action Plan sets out to support our wider transport strategy, achieve greater flexibility in parking controls, provide better information for our customers and to deliver best value for the Council and Edinburgh's residents. The Parking Action Plan prioritises the key actions for parking in our city which aim to make Edinburgh a better place to live.

Parking policy is an important part of Edinburgh's overall transport strategy, in tackling congestion, improving safety, helping to reduce car commuting, encouraging walking, cycling and public transport and reducing air pollution. Public parking has a role in supporting the city centre economy, while on-street residents' parking is important for many city centre dwellers. The Council's role in parking is all about balancing these different and sometimes competing objectives and demands.

The Council has been responsible for the enforcement of decriminalised parking regulations in the city since 1998. Since then we have also taken responsibility for the enforcement of Greenway restrictions, in 2007, and bus lane restrictions, in 2012, from the Police. This gives the Council significant scope to shape and influence Edinburgh's future travel habits for the better.

This Parking Action Plan includes a balanced range of actions. We aim to improve our service to city centre residents by introducing visitors' permits. We will roll out 'shared use' parking much more widely, increasing the overall parking supply and its flexibility for residents and shoppers alike. We will review our business and retailer permits with a view to simplifying the system. We will put in place a new protocol to improve our communications about parking changes.

The plan includes pricing and marketing actions aimed at helping to balance parking supply and demand and also supporting the Council's strategy to reduce emissions.

The Council's parking strategy should take account of trends and changes in the city. So this plan proposes some significant changes to the days and times of the operation of parking controls, including extending controls to Sundays and into the evenings.

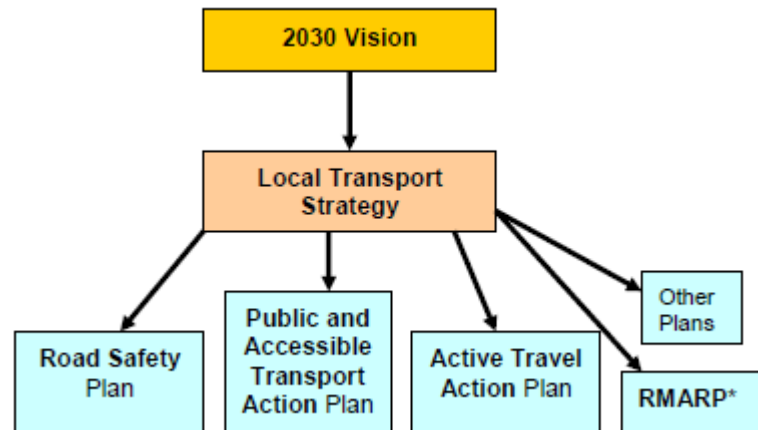
John Bury
Head of Planning and
Transport

Councillor Lesley Hinds
Convener of Transport and Environment
Committee

Introduction

Edinburgh is a great place to live, work, study and visit. The city is home to over 480,000 people, innovative businesses, world renowned universities, two world heritage sites and hosts several cultural festivals. A thriving modern city built around an outstanding architectural heritage brings many benefits, but is not without its challenges. Edinburgh has mixed old with new successfully over the years and the aim of the Parking Action Plan is to help develop a modern, more sustainable transport system around the heart of its historic city centre.

To steer this development and ensure our transport strategy supports wider Council policies, the Transport 2030 Vision guides the long-term development of transport services in Edinburgh over the next 20 years.



**Road Maintenance and Renewals Action Plan*

‘By 2030, Edinburgh’s transport system will be one of the greenest, healthiest and most accessible in northern Europe.’

Transport 2030 Vision

The Vision is an ambitious plan for the future of transport in Edinburgh. It challenges us to think creatively and be innovative to deliver its nine outcomes.

To be:

- Environmentally friendly
- Healthy
- Accessible and connected
- Smart and efficient
- Well planned, physically accessible and sustainable
- Safe, secure and comfortable
- Inclusive and integrated
- Customer focused and innovative
- Responsibly and effectively managed.

The Vision sits above the Local Transport Strategy 2014-19 (LTS) which contains more detailed policies and actions to achieve the stated outcomes up to and beyond 2030.

‘Parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.’

Local Transport Strategy 2014-19

The LTS sets out the Council’s parking strategy which aims to balance the needs of residents, businesses, pedestrians, cyclists and public transport users whilst discouraging commuter parking.

This action plan complements the good work already under way to; improve road safety (Road Safety Action Plan), improve bus services (Public and Accessible Transport Action Plan) and encourage more people to walk and cycle (Active Travel Action Plan).

Objectives

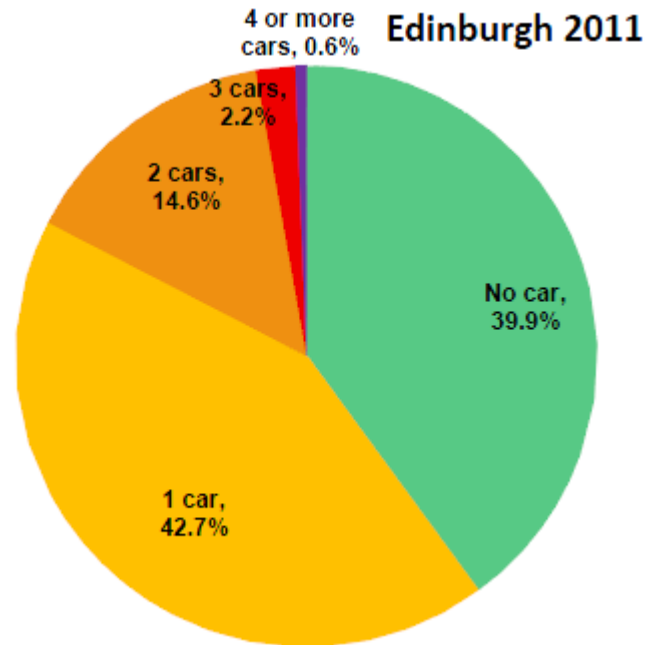
The Local Transport Strategy includes 8 objectives for parking. These are set out in the table below, which also briefly summarises how parking and loading can help address each objective. An additional objective relating specifically to customer service is also listed. This plan sets out a package of measures aimed at working towards these objectives

	Parking Objectives	Summary of how parking and loading actions can contribute to objective
Local Transport Strategy Parking Objectives	To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.	<ul style="list-style-type: none"> • Ensuring sufficient parking and loading opportunities are available to support businesses • Restrictions to support pedestrian activity and sustainable transport access
	To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.	<ul style="list-style-type: none"> • Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users • Controlling parking supply in new developments through the planning process
	To minimise the negative impacts of parking on streetscape and on public and private space in new developments.	<ul style="list-style-type: none"> • Parking restrictions to enhance public space, protect surfaces from vehicle damage and support pedestrian activity • Controlling parking supply in new developments through the planning process
	To improve road safety and reduce congestion and pollution.	<ul style="list-style-type: none"> • Managing parking helps people cross the road safely, keeps pavements clear and encourages more people to cycle. Parking restrictions can be especially helpful to vulnerable road users such as wheelchair users and children who cannot be seen from behind parked cars • Parking restrictions on main roads help keep all forms of traffic moving
	To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.	<ul style="list-style-type: none"> • Using parking and loading restrictions to protect crossing points, bus stops, bus lanes, other bus routes and cycle lanes
	To protect and, where possible, enhance residents' ability to park and load close to their homes.	<ul style="list-style-type: none"> • Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users.
	To protect and, where possible, enhance the parking and loading needs of businesses, trades people, carers and visitors.	<ul style="list-style-type: none"> • Manage parking opportunities and protect loading bays for deliveries • Parking permits for businesses and trades people • Extra visitors' permits allowance for carers
	To facilitate the operation and expansion of Car Clubs.	<ul style="list-style-type: none"> • Allocating specific parking bays and allowing access to permit holder bays in order to help car clubs expand so reducing overall car ownership and therefore parking pressure
New	To improve the performance of and public perception of parking management in Edinburgh	<ul style="list-style-type: none"> • Continuing to update the parking service, using new information and adopting new payment channels • Better communication, allowing all road users to better understand parking controls and their value

Travel Statistics

Car Ownership

The 2011 Census found that the percentage of households in Edinburgh without a car was 39.9% which is well above the Scottish average of 34%.



CEC, Transport and Travel, 2011 Census Data

Travel to Work

Edinburgh was the only Scottish local authority to see a fall, of more than 3%, since the 2001 Census, in the proportion of people driving to work.

Other results demonstrating the evolving nature of travel in Edinburgh between 2001 and 2011 include:

- Increased bus travel - to the highest percentage in Scotland;
- Train travel continued to rise;
- Cycling accounted for nearly 5% of all journeys to work, well above the national average of 1.6%;
- 18% of people walked to work, the joint highest proportion in Scotland; and
- More than 22,000 people work from home reducing their need to travel.

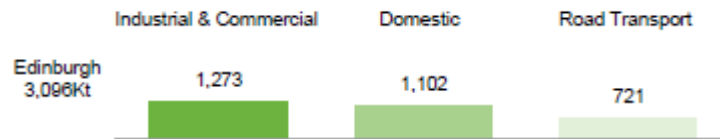
Mode	Percentage (%)
Car driver	41
Bus/Coach	28.6
On foot	18.2
Bicycle	4.8 ¹
Car passenger	3.5
Train	2.1
Motorcycle	0.5
Taxi	0.4
Other	0.8

These figures, which continue to develop positively, suggest that the importance of car ownership is decreasing and that there is a shift to more sustainable forms of transport, particularly for journeys to work. The Council supports the continued growth of these trends and will use parking management as a tool to sustain and foster these changes.

¹ Bike Life 2015 – Cycling mode share of journeys to work up to 7.3%.

Environment

Road transport is an important part of daily life but produces many negative impacts that everyone must bear, such as 23% of all carbon dioxide (CO₂) produced in Edinburgh (*Department of Energy & Climate Change*).



The sector also produces other harmful emissions (NO_x and PM10), contributing to poor air quality and is a factor in causing severe health problems. The Council is required by the Climate Change (Scotland) Act to do everything within its power to tackle these pollutants.

Edinburgh has five Air Quality Management Areas, each of which contains a major traffic corridor, reflecting the strong link between road transport and poor air quality and the need to protect the travelling public from harmful pollutants. Parking controls play a key part in encouraging changes in travel behaviour which support the environment.

Road Safety

Since the mid 1970s, the numbers of fatal and serious accidents on Scotland's roads have fallen considerably with the numbers of slight accidents remaining relatively constant. The Scottish Government regard road safety as a top priority and has set challenging targets for further road safety improvements by 2020.

The latest information available indicates that, during 2013, there were 1,368 casualties as a result of road traffic collisions on Edinburgh's roads. Of these, eight people died, 130 were seriously injured and 1,230 were injured slightly.

The data also shows that vulnerable road users including pedestrians, cyclists and motorcyclists, make up 45% of all casualties and 75% of fatalities.

We strive to constantly improve road safety and the continued enforcement of parking controls helps to ensure safe crossing places for vulnerable road users and reduce the number of people injured or killed on Edinburgh's roads. Parking regulations also prevent inconsiderate parking around junctions which improves sight-lines for pedestrians, cyclists and motorists while protecting children who cannot be seen behind parked vehicles.

To improve road safety we should; prevent parking at junctions, crossing points and school keep clear areas to improve sightlines, take appropriate action against footway and double parking, keep cycle lanes clear to protect cyclists and encourage more people to cycle.

Parking Enforcement

The number of parking tickets issued in Edinburgh has fallen over the past five years while the income received from parking charges has increased. This suggests that there is greater compliance with the parking regulations and vehicles are parking correctly to keep the city moving freely.

LTS Outcomes

The LTS identified a number of indicators which the Council should work toward to achieve the 2030 Vision. The key outcomes the Parking Action Plan aims to accomplish are to;

- Reduce greenhouse gas emissions for road transport in Edinburgh;
- Reduce the levels of motor traffic within the city;
- Improve customer satisfaction with streets, buildings and public spaces;
- Improve satisfaction with access to public transport;
- Reduce the number of killed or seriously injured casualties on Edinburgh's roads;
- Improve accessibility for those with no access to a car; and
- Improve the level of satisfaction with Transport Service.

Main Issues

The Parking Action Plan is strongly linked with overarching transport policy, parking objectives and travel statistics. They have informed the development of a package of proposals to improve parking management and contribute to a future transport system that is safe, healthy and sustainable.

The plan considers the main transport issues and parking problems facing the city today and outlines the intended approach to resolve these issues.

Many residents find it difficult to park near their homes so making the parking restrictions more flexible with the introduction of shared use parking places will improve conditions for permit holders.

Shopping on Sundays in the city centre has become the norm which makes the day busier than it was before the CPZ was introduced.

The lack of parking restrictions on Sundays results in congestion, delays to public transport and poor conditions for cyclists and pedestrians. To ensure Edinburgh remains a safe and pleasant place at all times, the operating hours of the parking restrictions will be reviewed.

The proposals aim to achieve a balance between improving accessibility for essential car journeys while making sustainable travel more appealing. This will necessitate developing a comprehensive parking pricing strategy to manage demands better. The following information will set out the necessary actions to achieve our objectives and the reasons for them.

Key Priorities

The core objective of the Parking Action Plan is to:

Improve parking management in the city while continuing to support the development of walking, cycling and public transport links as everyday travel options in Edinburgh.

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

- Introducing shared use parking places which can be used by permit holders and pay and display users, to increase accessibility to parking places and the flexibility of the parking controls;
- Extending the operating hours of parking restrictions on Sundays and in the evenings to better manage demand; and
- Developing a parking pricing strategy to manage demand and encourage people to consider their travel options and reduce private car dependency.

The plan sets out actions over three timescales:

- Short term (2016 – 2017)
- Medium term (2018 – 2020)
- Long term (2021 – 2025).

Information and Communications

Finding a parking space and purchasing the right amount of time in Edinburgh is often perceived as a difficult task. Many people first attempt to park on major shopping streets, such as George Street, when they visit the city centre. These streets are often fully occupied and this can give the impression that parking in Edinburgh is difficult even when there are spaces available just a few streets away.

Action 1: [Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on-street and off-street parking places.](#)

The marketing plan will promote sustainable travel options as the first choice for all visitors where having a car in the city centre is not essential. However, research has found that in towns and cities 30% of the traffic on average is circulating looking for a parking space (Shoup: 2006). For those who choose to drive, better information about where to park may help them to find a space more quickly and easily. With better information on the range of available options for visitors coming by car many may choose to use Park and Ride, use an off-street car park or park in quieter streets.

Not everyone shopping or doing business in the city centre arrives by car. Research from the previous “Alive After 5” city centre promotion campaign indicated that parking was not a significant factor in determining whether or not people visited the city centre. However, to protect the economic vitality of the city and ensure people know that Edinburgh is open for business, better information on where they can park quickly will be publicised. This process will also explore the best approach to communicate this information to motorists.

Action 2: [Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.](#)

To further strengthen a positive perception of parking in Edinburgh an enforcement protocol will be produced to explain why parking tickets are issued for each contravention of the regulations. This will help demonstrate that enforcement of the parking regulations is fair, consistent and transparent.

Action 3: [Establish a communications protocol to better inform people about changes to parking.](#)

These are important commitments and they need to be communicated to the public clearly. A communications protocol will be established to manage our interactions with the public and ensure that people receive the information they need, when they need it.

This will include consultations on future improvements to parking controls through amendments to traffic regulation orders and ensure that they are produced using Plain English where possible. We will also make better use of electronic communications with permit holders.

Action 4: [Conduct a parking satisfaction survey every two years covering all road users’ experience of parking-related issues to track satisfaction levels and monitor improvements.](#)

In 2013, a parking satisfaction survey was conducted to evaluate our customers’ perception of the service and to collect suggestions on what we could do better. This was a worthwhile action and we will continue this conversation with all road users’ in the coming years.

Action 5: [Publish financial and statistical information online annually demonstrating openness and commitment to customer service.](#)

There is a high level of interest in parking in Edinburgh and to remain open and transparent we will continue to publish frequently requested financial and statistical data on the Council’s website. This avoids customers having to submit written requests and demonstrates our commitment to provide excellent customer service.

On-Street Parking

Parking controls are not just of interest to motorists looking for a parking space, they also play an important part in many people's everyday lives. They determine; where deliveries can be made, where people can cross the road safely, where cyclists can travel with ease and where passengers can access public transport.

Building on the objectives of the LTS, the Parking Action Plan aims to make parking easier for essential car journeys as well as improving conditions for other road users, promoting sustainable alternatives and deterring commuter parking.

Although parking charges are not popular with many people, they are an effective demand management tool and help support the policy-driven approach that is set out in the introduction of this action plan.

With Sunday afternoons becoming much busier than they used to be, conditions on the city's roads warrant a more effective management system than the current first come, first served approach allows. There are considerable benefits in introducing parking controls, in terms of policy and practice, such as; improving accessibility, helping the environment, tackling congestion, supporting sustainable transport and enhancing health opportunities.

The introduction of parking charges on Sundays is considered to be the most effective method of control available, but this naturally produces concerns that the main motive is to raise revenue. However, parking income is required by law, Section 55 of the Road Traffic Regulation Act 1984, to be spent on enforcement costs first, before any surplus is spent on transport improvements, such as; signing shared use parking places, Park and Ride sites, bus lane enforcement, cycle lanes or supported bus services.

Income received from Sunday parking controls will be used to provide; additional enforcement by Parking Attendants before contributing toward new signs, which reflect the changes in the controls and shared use parking bays.

Sunday Parking Controls

The extent and times of controlled parking zones 1-8 in the city centre have remained largely unchanged since their introduction in the early 1970s. This was a time before Sunday trading, on-street events and entertainment activities became more widespread which have made Sundays, particularly afternoons, much busier than they were before parking restrictions were introduced.

Today, Sunday afternoons, experience a similar level of activity to Saturdays, but with far fewer parking controls. This can result in a range of parking problems such as:

- Congestion on main roads caused by kerbspace being heavily occupied by parked cars, with consequent delays to public transport and general traffic;
- Fewer loading opportunities which can cause problems for shops and businesses receiving goods and poor parking causing delays to traffic;
- Increased difficulty for pedestrians crossing roads;
- Significantly increased difficulty for people with mobility impairments, both those who rely on public transport (access to bus stops is often impeded) and car users (a blue badge confers no meaningful advantage when parking is unrestricted and available spaces are far fewer);
- Significantly worse conditions for cycling, with almost all on-road cycle facilities rendered useless by parked cars;
- Free parking on a first come first served basis means that people commuting by car, for example to work in city centre shops, can occupy street space that could be more effectively used by visitors/customers; and
- No reserved space for residents.

Sunday mornings also experience significantly more activity than in the past, but less activity than Saturdays.

To investigate these issues, an on-street parking survey collected data on the numbers of vehicles parked in key locations and their duration of stay to indicate where demand is greatest and whether parked vehicles are likely to belong to residents, visitors or commuters.

A questionnaire also collected qualitative data from motorists parking on Sundays. It asked them to give their reasons for visiting the city centre by car and the extent to which free parking played a role in their decision. The results from these investigations suggest that:

- Nearly four thousand vehicles park on main traffic routes on Sundays;
- Demand is highest during the afternoon period and there is currently no pronounced morning peak on Sundays ;
- Vehicles tend to park for longer periods on Sundays than allowed by the maximum stay periods during the week;
- There is less turnover of spaces and many streets have higher occupancy rates;
- Demand is greatest in areas near to major shops;
- Residents find it difficult to park in their streets; and
- The majority of drivers visited the city centre for shopping. However, for example, on Sunday afternoon just under half of all parking spaces on George Street were occupied by cars that surveys suggested belonged to residents or employees rather than shoppers or other visitors.

The results of these investigations suggest that parking controls are required to be introduced on Sunday afternoons in the city centre to manage existing levels of demand better. Together with shops opening later in the day, footfall being highest after midday and the ability of partial controls being able to tackle all-day commuter parking, there are good reasons to consider parking controls for the Sunday afternoon period.

Action 6: [Introduce parking controls on Sunday afternoons, including yellow lines on main public transport corridors and public parking charges, as well as extending the restricted hours of residents' parking places.](#)

The Local Transport Strategy identified a number of measures to improve the operation of the transport network in the city. One was the possible introduction of waiting and loading restrictions on main traffic routes on Sundays. It suggested this would be for at least part of the day and starting at a later time than other days of the week.

The results of the investigation indicate that parking controls should be introduced on main routes and in parking places, but only on Sunday afternoons. This approach will help to tackle all-day commuter parking while creating turnover of parking spaces during periods when demand is at its highest on Sundays.

This will help to support Sunday bus services by reducing delays during the busiest times of day and encouraging more people (especially city centre workers but also some visitors) to travel by public transport. Initial discussions with Lothian Buses reveal that with changes in demand it is already considering enhancements to the frequencies of Sunday bus services. It is also supportive of measures that will assist bus movements and traffic flow while encouraging more people to travel by public transport.

Lothian Buses has also committed to continued dialogue with the Council with a view to further changes to bus services to complement extensions to parking controls as and when these take place.

It is proposed to introduce 7 day controls in zones 1 to 4 and in the part of zone 7 north of Bernard Street. The Saturday exemption for permit holders to park in public parking bays on Saturday afternoons will also be removed. **Main traffic route controls, on Sunday afternoons, would be introduced over a wider area, likely including up to the extent of the extended parking zones.**

In summary, this proposal will address problems faced by all road users on Sunday afternoons and improve accessibility, tackle congestion and enhance conditions for pedestrians, cyclists and public transport users.

After introduction of parking controls, changes in parking patterns, bus services and city centre activity on Sundays would be monitored and the controls kept under review.

Evening Controls

In the city centre and nearby residential areas, the evenings are also a time of high parking pressure. The Parking Satisfaction Survey revealed that many residents had problems parking outside their homes in the evenings.

Extending parking controls into the evenings has the potential to encourage visitors to Edinburgh to travel on foot, by bike or by public transport. Reducing the number of cars driving and parking in the city centre would protect crossing points, improve sight-lines at junctions and assist bus and general traffic flow on main routes.

Changes in working patterns mean that parking demands have shifted slightly in the evenings. This seems to result in a longer rush hour period and residents returning home by car later into the early evening. Therefore, a limited extension to the controlled hours may also help residents find a parking place closer to their homes.

However there are very different reasons behind the high evening parking pressures when compared with Sundays. Away from the immediate vicinity of theatres and restaurants and during the overnight period, most evening parking demand is generated by residents' cars rather than those of visitors. Therefore, beyond a limited period, extending controls into the late evenings or overnight is unlikely to make it any easier for residents to park.

There is also evidence that suggests key elements of the evening economy and activities, notably theatres and community groups, rely on car access to a greater extent than city centre retail consumers do. Furthermore, levels of traffic are modest in the evening, meaning that parking on single yellow lines on main roads has less of an impact on congestion or bus delays than it does on Sundays.

With the above in mind, it is proposed to make a small change to the evening controls, extending the controlled hours in zones 1 to 4 and part of 7, by 30 minutes to 1900. The intention is to assist residents returning home in the early evening, without impacting negatively on the evening economy.

Action 7: Review evening parking restrictions in the city centre with a view to a limited extension not extending beyond 7pm.

Shared use Parking Places

In many areas of the city centre the residential permit scheme is currently oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. The adjustment of zone boundaries is not considered a suitable option to address this; zone changes can be confusing and in some cases may encourage internal zone commuting when walking or cycling are better options.

Other suggestions have been considered, such as; only issuing one permit per household but in some areas there will be more spaces than permit holders or limiting the number of permits to the spaces available, but many households could lose out under such a system. To address these problems, it is proposed to introduce shared use parking places; to improve the flexibility of the controls and to help all motorists park closer to their destinations.

Action 8: Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.

Shared use parking places can be used by residents' permit holders, disabled persons' blue badge holders and by visitors who must pay for their parking and are time-bound by a maximum stay period. Shared use places offer greater flexibility and allow the introduction of visitors' parking permits (See Action 23).

All parking places will not become shared use as current arrangements work well in many areas. However, shared use will increase the number of parking places available to permit holders as lengths of single yellow lines and public parking places are changed. This will, for instance, allow permit holders to park in areas which were previously only available to them outwith the controlled hours.

Shared use parking provides many benefits to permit holders, such as; increasing parking opportunities, reducing unnecessary car use (when permit

holders move their vehicles from a yellow lines to permit places in the mornings) and reduces inconvenience from road works (as there will be less impact if places are suspended to accommodate road works).

The introduction of shared use parking will also help to improve the perception of parking and reduce uncertainty for visitors. It is expected this will result in a reduction of circulating traffic looking for a parking space which adds to congestion and pollution.

In addition, creating long shared use bays can minimise the number of signs and poles required, thereby reducing the impact within Edinburgh's World Heritage Site.

While some bays can be marked individually, this does not apply to each type of parking place and it is considered that such markings can reduce the number of vehicles that can be accommodated.

Shared use parking places have proven to be very successful in the extended parking zones (N1-N5 and S1-S4), such as around Marchmont, where residents enjoy the flexibility they offer and many city centre permit holders support such controls.

Parking Pricing Strategy

The Council recognises that for some people car use is an essential means of travel, but there are times when more people want to park in the city centre than can be accommodated. Therefore, parking charges are used to manage demand and ensure a general availability of spaces.

The Council's approach to demand management also encourages people to consider their means of travel and a parking pricing strategy will consider all parking related charges further to ensure these conditions are being met.

Action 9: Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will involve investigating, but will not be limited to, factors including:

- Residents' permits and pricing structure;
- Visitors' permits and operation;
- Nine hour parking places;
- Vehicle based charging for permits and parking charges; and
- Additional charges for credit card payments for parking permits.

As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.

Parking charges and maximum stay lengths are set at levels which accommodate essential short to medium length journeys. They ensure the turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

A new IT system will be able to monitor parking; patterns, utilisation and demand better which will enable prices to be set more effectively in smaller areas, rather than across broad zones as is currently the case.

Parking permit prices are also considered to be a good way of managing demand for spaces in residential areas. Since 2010, residents' permit prices have been linked to a vehicle's CO₂ emissions or engine size (for older vehicles). This has helped to encourage the use of more environmentally-friendly vehicles, support local air quality improvements and ensure permit holders' vehicles in Edinburgh remain in line with national ownership trends.

With the introduction of visitor's permits throughout the CPZ, this presents an opportunity to review their prices and how they operate.

While pay and display charges and residents' permit prices have increased, the same cannot be said for; visitors', trades', retailers', business or health care workers' parking permits. The prices of these permits will be included within the review.

Nine hour parking places were initially introduced in the extended zones as a means of mitigating the impact of the new parking zones on businesses. However, with the introduction of other permits their use has changed to cater for others, such as; essential shift workers who may not have access to the same level of public transport services as others.

They can also help to balance parking pressures on the boundary between Controlled Parking Zones, Priority Parking Areas and uncontrolled streets outwith the CPZ, where anyone can park free of charge without restriction.

The current pricing of these bays involves a flat rate for stays of 3 hours or more, and could be seen to be encouraging commuting by car. Currently many of these bays have very high occupation rates and it is considered that a review of the charging regime is justified. Alongside this, it may be appropriate to review the location and number of the bays.

Action 10: [Develop and introduce a system of charges for the enforcement of traffic management procedures at public events.](#)

Most major events will have associated road closures, parking suspensions, parking enforcement and other road services which can incur costs. Furthermore, when traffic management arrangements are in place for such events; Parking Attendants are needed to ensure the measures remain safely in place but opportunities for visitors to use pay and display facilities may become unavailable.

In 2011, the Council approved an approach to charge for the traffic management services provided for public events and to recover these costs when parking places were suspended. In addition, as part of the Council's budget setting process, for the 2015/16 financial year, charging for the enforcement of public events by Parking Attendants was also approved.

When parking places are suspended for public events, ensuring they are kept clear and taking necessary enforcement action in order to facilitate a successful event is a time consuming, labour intensive and administratively heavy process. In addition, when parking places are suspended motorists are unable to pay and display and the Council loses revenue.

The key to any successful event is making sure that these parking places and associated streets are clear and remain so for the event's duration. This is usually managed by issuing warning notices and relocating vehicles to other streets, but this does not generate any income for the Council.

The Council plans to discuss the costs associated with parking place suspensions with all events organisers and aims to introduce a charging structure in financial year 2016/17, this will cover; traffic management services, enforcement costs and possible loss of revenue. Any proposed charges made in the future will be discussed fully before the event takes place and form part of the parking pricing strategy (Action 9).

In addition, where parking places are removed permanently to facilitate an alternative use of the public space, where possible, another nearby location should be identified and steps taken to introduce a similar parking place as a replacement. This will maintain accessibility and ensure different user groups are not disadvantaged.

Enforcement

Managing parking in Edinburgh includes monitoring approximately 30,000 parking spaces and more than 515Km of single and double, red and yellow lines. Overall, the Parking Action Plan aims to improve the way we manage, operate and perform when enforcing these restrictions.

Parking Attendants issued nearly 180,000 parking tickets in 2014-15 but the number of parking tickets issued each year is falling and more drivers are paying for their parking time, helped by the introduction of new technology such as cashless parking. This information helps to determine the number of Parking Attendants that are needed in Edinburgh.

However, even with greater payment rates and fewer parking tickets being issued, incorrect parking continues to persist in some locations and Parking Attendants cannot detect every instance of incorrect parking in the city.

The Council responds to many requests from the public for additional enforcement activity each year. In some instances, what appears to be incorrect parking such as vehicles parking on yellow lines can be entirely correct, such as vehicles being loaded or unloaded or displaying a disabled persons' blue badge. Yet, many motorists continue to ignore the rules. Some will even drive away when an Attendant approaches but quickly return when they've walked on rather than park their vehicle correctly.

Action 11: Discuss with the Scottish Government the possibility of allowing Scottish Council's to use CCTV cameras for parking enforcement.

One approach to improve further compliance with the parking regulations and maintain road safety is to introduce the use of CCTV enforcement cars. This will allow enforcement of important restrictions, such as school keep clear areas, bus lanes and bus stops to be conducted over a greater area and with the ability to issue instantly a parking ticket to those who would otherwise drive away.

This approach has the added benefit of being able to respond quickly to public requests for enforcement and is safer for Parking Attendants when working in hazardous conditions, such as on busy roads.

Action 12: Discuss with the Scottish Government the possibility to decriminalise school streets enforcement.

Another measure which could help to increase compliance with the parking restrictions is to decriminalise the enforcement of Edinburgh's school streets initiative. This would remove the duty from the Police and allow Parking Attendants to enforce these restrictions at the same time as the parking controls.

Car Sharing

For many residents, research suggests that their cars will spend around 90% of their time parked by the side of the road. This is a poor use of public spaces and for most residents is a considerable expense for the limited amount of time that they use their vehicles.

The Council supports the use of SEStrans' trip sharing service as a way to improve accessibility and reduce the environmental impact of car travel.

Sharing journeys can reduce; costs and congestion, while benefiting people in areas with poor public transport links or few parking opportunities.

Another approach for people to reduce the number of vehicles on our roads and save money is through car sharing. It is estimated that one car club vehicle could remove 25 vehicles from the road and reduce parking problems for many other residents. This helps to reduce congestion, makes better use of public spaces and can dramatically cut the cost of motoring for residents.

The Council supports the introduction of car club vehicles at new housing developments around the city to demonstrate to residents that they can have access to a car when they need it without having to own one.

Action 13: Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.

The Council is committed to reducing all possible barriers regarding the use of car clubs. People already pay for using the vehicles, so removing parking charges should make car sharing more attractive to potential members.

As part of the Council's 2015/16 budget proposals, it was recommended to undertake a competitive tender process to secure the services of a car club provider. Included within the tender process is the requirement for the operator to pay for the use of the parking places and provide each vehicle with its own parking permit. This will remove a direct charge from users, allow vehicles to park in more locations and encourage new members to join the scheme.

This action is not expected to have a negative impact on the accessibility of the city centre. With minimal financial cost it may produce positive outcomes for car sharing in Edinburgh and result in many policy benefits.



Parking at Local Shops

Town centres and local centres are the focal points of their communities and these areas are identified within the second proposed Local Development Plan. They are important as they support jobs, provide places for public life to flourish and allow people to enjoy public spaces while interacting with others. In addition, they can reduce car dependency by providing local shops and services within walking distance of people's homes. Good access to these amenities can support older people or those with mobility impairments to live in the community for longer.

However, all-day parking at such locations can discourage passing trade and make it more difficult for goods to be delivered. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and children crossing the road.

Action 14: [Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to protect short-stay parking and improve conditions for deliveries.](#)

Should local communities request restrictions to help tackle such problems we will have a process in place to ensure that relevant parties are consulted, agreement is reached and restrictions are prioritised appropriately.

Action 15: [Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.](#)

Along many main traffic routes and Greenway lanes, limited waiting parking places currently exist which are difficult to enforce and do not effectively manage parking demands. This can lead to all-day parking and potential commuting in many areas with fewer opportunities being available for short-term parking. In some locations, such as on Leith Walk, it can result in double parking which obstructs buses, makes it more hazardous for cycling and is difficult for people to cross the road safely.

Furthermore, some of these parking places lie within the CPZ and it is inconsistent that one parking place is charged while another one is free.

There have been numerous complaints received concerning poor parking in such places and about the lack of parking opportunities. The monitoring of these locations will continue to inform future decisions on the introduction of parking charges as part of the pricing strategy review.



Action 16: Introduce parking charges in Greenways parking places with a cashless only payment service and roll out this approach elsewhere.

It is proposed to introduce parking charges in Greenways parking places to better manage demand. Currently, more than one third of all pay and display transactions are cashless and this can help to reduce; street clutter, maintenance issues and cash collection costs. Some London Boroughs have already moved to cashless only payments for on-street parking while many other cities in the UK have introduced cashless options.

Cashless parking has a number of benefits to customers over the use of coins; parking time can remotely be extended up to the maximum stay period, people can pay safely from within their vehicle without having to pay with cash on the street, motorists do not need to have the right change and drivers have a choice of payment options, such as; text, web and app.

The introduction of the new £1 coin will require each ticket machine to be upgraded so that it can recognise and accept it as payment. This will incur considerable costs and it is proposed to give consideration to a significant reduction in ticket machine numbers to reduce potential costs to the Council.

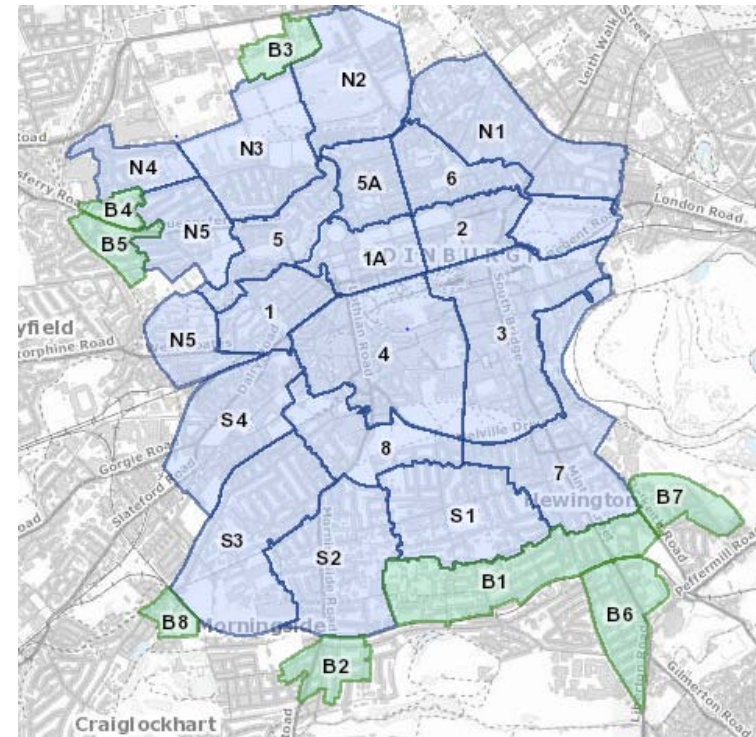
However, this approach will also attempt to minimise the extent to which this may impact on; people with disabilities, people without bank accounts or those who do not own a mobile phone. It may be the case that for some people with disabilities the existing ticket machines are not suitable for them to use. Furthermore, research suggests that the number of people with bank accounts and mobile phones in Scotland is around 97% and 91%, respectively.

There are some streets where ticket machines are likely to remain, such as in the city centre or outside schools and hospitals. We will seek to keep these machines to ensure ease of access and remove the ones that are only used infrequently, taking up space unnecessarily on the footway.

Controlled Parking Zones and Priority Parking Areas

The Council introduced the original Controlled Parking Zones (CPZ) in the 1970s to manage commuter parking pressures in the city centre and to protect parking opportunities for residents and visitors.

The CPZ was extended with further zones to the north and south from 2006 onwards and more recently Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ.



Many of the proposed actions concern the CPZ only, although parking controls apply across the city and consistent enforcement is important to ensure the plan meets its objectives.

To ensure the effective running of parking controls, road markings and signs need to be maintained to a high standard. This allows motorists to have a clear understanding of the regulations and for restrictions to be correctly enforced.

Action 17: Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that high standards are maintained in the future.

The parking enforcement contractor will review all parking related lines and signs in the city to identify any faults, repair them and then maintain them to a high standard. Maintenance of parking related lines and signs will be measured through a closely monitored key performance indicator.

To ensure that this aim is achieved and that the Council receives best value from the contract, a significant role for the contract management team is to monitor the key performance indicators and maintain good working relationships with the contractor.

Action 18: Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.

The current CPZ and Priority Parking Areas were introduced to tackle commuter parking problems and help residents park closer to their homes while improving accessibility for visitors, trades persons and people with disabilities. Therefore, in streets with evident parking problems there are frequent requests for new parking controls to be introduced.

Where such controls are being considered, Priority Parking should be the preferred approach as it is a low-cost option, makes good use of limited kerbside space and reduces the likelihood of parking problems moving to other areas.

However, extending the CPZ could remain an option where there is a need to accommodate numerous demands or a large amount of short-term parking is required, such as around town centres and local centres, and where implementation costs can be funded by projected future income.

To help consider such requests in a more formal manner, a protocol will be established to ensure that all relevant factors are taken into account. This will allow areas to be compared on a number of standard measures, will inform decisions on the most appropriate solution and prioritise areas for consideration.

Action 19: Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.

Consultation with residents living near to Tram stops will reveal whether they are experiencing commuter parking problems and if they would like the Council to take action to address them.

That may include the introduction of restrictions, such as yellow lines, to address traffic management and road safety issues, or potentially the introduction of parking controls should commuter parking problems be more prevalent. However, it is not our intention to introduce parking controls in these areas if residents do not consider them to be necessary.

Action 20: Continue to update traffic orders to make it clear to residents of developments, without specific parking provision, within the CPZ that they are not entitled to apply for parking permits and publish this information.

To support investment and sustainable development, within the CPZ, new housing can be approved without the need for specific parking provision and on the basis that residents are not eligible to apply for a residents' parking permit. These developments are within the CPZ, close to the city centre and are more likely to have good public transport links, reducing the need for residents to own a car. There is no intention to apply these conditions to developments retrospectively. Since residents are not entitled to apply for parking permits, this should be made clear to potential buyers and traffic orders updated regularly to include new properties.

In addition, many refurbished, sub-divided or change of use properties are approved on the grounds that only one permit is issued to each household. These steps aim to prevent circumstances where residents purchase a property and apply for a residents' parking permit when they are not entitled to apply for one.

Action 21: [Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.](#)

Similar to residents of car free developments, residents of privately controlled roads within the CPZ should not be permitted to apply for parking permits. Many have their own parking areas and restrictions to stop others from using them.

On-street parking places are available to residents' permit holders on the basis that everyone has an equal chance of finding a parking place in their street. Those with access to parking on private roads should not restrict parking opportunities for other residents who do not have similar options.

At this time, residents living on private roads are not able to purchase visitors' parking permits for their guests. This will be reviewed as part of the pricing strategy and the operation of visitors' parking permits.

Action 22: [Establish a process for members of the public to request Electric Vehicle charging point parking places.](#)

The Council recognises the increasing numbers of electric vehicles being used in the city and supports their potential for future growth. To pursue this further, a pilot of on-street electric vehicle charging points, with a free supply of electricity, is expected to commence in the Marchmont and Sciennes Community Council area in 2016.

The results of this trial will help inform how such facilities should be introduced and managed in the future. To support the development of the on-street charging network, the Council will consider requests for future electric vehicle charging points on public roads. A set of criteria will be developed to evaluate these requests and ensure they are managed effectively, while not disadvantaging other road users such as disabled persons' blue badge holders.

Parking Permits

With the introduction of shared use parking places within the central and peripheral CPZs greatly improving the flexibility of controls, there will be the potential to introduce visitors' permits in these areas. These permits are only available to households within the area and residents distribute them to their guests; they are not intended for commuter use or available for sale to the general public. Without the enhanced flexibility that shared use parking offers, it is not considered appropriate to introduce a further demand on the limited space where permits are oversubscribed.

Action 23: [Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.](#)

The introduction of visitors' parking permits is frequently requested by city centre residents. They allow residents to buy short-term parking permits for their visitors at a lower cost and for longer periods of time than in pay and display bays. This is useful for trades' persons or for those who only need to use a vehicle occasionally.

Similar to the terms in the extended zones, disabled persons' blue badge holders will be able to apply for more than the normal allowance of visitors' permits and at half the standard price for one. The number of permits available per household will be set once the operation of the scheme has been reviewed.

Action 24: [Review on-street motorcycle parking and consider appropriate charges for motorcycle parking places and for residents' permits.](#)

Dedicated motorcycle only parking places in the city centre and residents' parking permits are currently free of charge for motorcycles. Powered two wheelers can also park free of charge in all shared use and public parking places in the extended zones. This charging policy resulted from concerns about the possible loss of pay and display vouchers and permits.



With the success of virtual parking permits, which may be rolled out to all vehicles in the future, the popularity of cashless parking and the proposals to introduce shared use parking; the grounds for retaining free parking for motorcycles are diminished. Other considerations are that such vehicles; occupy public space, the application process for residents' permits incurs administrative costs and the users of the parking places do not directly contribute toward the cost of their enforcement.

When compared to cars there are environmental benefits in using powered two wheelers, however there is less of a case when compared to public transport, cycling and walking. It is proposed to review this matter further as part of the parking pricing strategy (Action 9) and await its outcome before any decisions are made.

Action 25: [Improve the security of motorcycle parking places by considering the introduction of facilities to secure such vehicles to.](#)

The review of motorcycle parking places and the possible introduction of charges, also provides the opportunity to use additional income to improve the security of these places and maintain facilities in the future that motorcycles can be attached to reduce the likelihood of vehicle theft.

The parking pricing strategy review provides the opportunity to investigate this matter further and open discussion with interested groups to examine all the issues in greater detail.



Action 26: [Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.](#)

With changes being made to the eligibility criteria for residents permits in new housing developments, there is also an opportunity to review the conditions for all parking permits within the traffic order. This will allow potential changes to be made as part of the same process and ensure that only those residents who are entitled to a parking permit receive one.

Action 27: [Investigate the potential to replace existing paper-based residents' permits with a virtual parking permits system.](#)

The current process for issuing residents' parking permits is labour intensive and fails to meet our customers' needs. With more transactions being completed on the Council's website there is an expectation that permits can also be applied for online. Currently, residents need to provide proof of address and vehicle documentation, by post or in person, before a permit can be issued. This is a demanding and time-consuming process.

With the aim to meet the needs of our customers and shift transactions online, there is a desire to move toward virtual parking permits. Using new technology, it will be investigated whether the application process can now be managed entirely online.

Off-Street Parking

Off-street car parks are an integral part of the parking opportunities available in Edinburgh. They improve perceptions of accessibility, remove parked vehicles from the road and enhance our streets for pedestrians, cyclists and public transport users.

Action 28: Discuss with off-street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.

The Council does not operate any off-street car parks in the city centre and has no direct control over their operating procedures or their prices. However, there may be potential to work with the operators to improve parking opportunities for residents in areas where there are parking pressures. The introduction of shared use places will address many of these issues but in some areas few additional places can be created on-street.

It is our intention to work with car park operators with the aim to allow permit holders to park in off-street spaces over night or when there are higher demands on residents' parking places. This will help improve conditions for residents and may remove vehicles from our streets.

Action 29: Encourage all existing and new off-street and underground car parks to introduce Park Mark standards.

The Council's Park and Ride facilities all comply with Park Mark industry standards. Building upon the existing design considerations for off-street car parks in the second proposed Local Development Plan, providers will be encouraged to introduce Park Mark standards to enhance conditions within such facilities for all their customers. This will improve the appeal of the car park by making it; feel safer, more permeable and accessible while potentially allowing for an alternative use of on-street space. The Council will continue to use its existing planning powers to ensure new car parks, in Edinburgh, meet current design standards.

Action 30: Support the development of new underground or off-street car parks in the city where they can replace or reduce on-street parking provision.

Working in partnership with the private sector, the Council will support proposals for new off-street car parks in areas where they can provide additional short stay parking opportunities and can replace or allow a reduction in on-street parking provision. The second proposed Local Development Plan has identified the west and north-west edges of the city centre where the potential benefits of additional off-street car parking would be significant.

The Council will apply a similar test to its own property portfolio in considering whether to pursue off-street car parking as a potential land use.

Action 31: To work with off-street car park operators to encourage a management structure that discourages all-day commuter parking.

The Council will work with partners and off-street car park operators to encourage charging structures and length of stay requirements that aim to facilitate short to medium length trips while discouraging all-day commuter parking. This will ensure a turnover and availability of spaces throughout the day.

Action 32: Improve facilities for secure cycle parking in off-street car parks and, where appropriate, use existing planning powers to secure such provision in new car parks.

The second proposed Local Development Plan, considers the provision of secure cycle parking in new off-street car parks. This is a further opportunity to encourage existing car parks to enhance cycle parking provision and give more people the opportunity to cycle who may not have access to secure and covered cycle parking, for instance at their place of work.

Legislation

In the rest of the UK, local authorities can vary their parking ticket charges based on the seriousness of the contravention. For instance, those issued for compromising road safety can have a higher charge than those issued for over staying the paid for time in a parking place.

Action 33: Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.

Currently, legislation does not allow Scottish Councils to vary parking ticket charges. It is our intention to discuss this matter with; other Scottish local authorities that operate decriminalised parking enforcement and with the Scottish Government. The discussions will focus on the benefits that graduated penalties may add to compliance with the parking regulations and on improving road safety.

Action 34: Continue to support the introduction of the Double Parking and Footway Parking (Scotland) Bill and introduce a ban if/when enabling legislation is passed.

The Council has always supported requests to tackle irresponsible footway and double parking in our streets. However, there are few options available to address such problems and we continue to support a change in legislation that would allow action to be taken against vehicles parked at dropped crossings, on pavements or double parked.

Should enabling legislation be passed we will promote a traffic order to ban irresponsible parking, improving access for pedestrians, enhancing safety and protecting our public spaces from being damaged by vehicles parking on the footway.

This is the Council's preferred approach as alternatives require traffic orders to be made, add further street clutter with new signs being required and will result in additional costs.

Traffic Orders

Changing parking places, yellow lines or speed limits all require traffic orders to be made or amended. The Council must follow statutory procedures to ensure changes are advertised correctly and where necessary, receive comments or objections from the public, but this can be a lengthy process.

Action 35: Develop an approach for advertising on-street and press notices to make traffic orders more user-friendly.

When making changes to traffic orders, the Council must inform people who may be interested and provide an opportunity for comments or objections, which can be considered by Committee. Some orders do not allow objections to be made, such as temporary road closures for safety reasons.

Street notices or newspaper adverts are some ways to inform people of possible changes. Due to the legislation, they tend to be written in a legal style which can be unclear. To improve these notices, the language will be reviewed and Plain English used where possible.

Action 36: Respond to requests for new parking restrictions within 3 months and, where agreed, advertise within one year of receipt.

Changes to the parking regulations need to be made quickly to ensure the restrictions meet the needs of users and reduce delays to other projects. However, hundreds of requests are received each year and this can delay other orders being processed. We will monitor and aim to improve the standards of service that customers receive.

Action 37: Ensure that traffic orders are processed on time and that high standards are maintained in the future.

Producing a publicly available process map will help to guide the introduction of new orders. Best practice in other local authorities will be reviewed and reveal whether there are opportunities to improve current processes. In addition, a new file management system will be developed to better monitor progress on each order.

Public Transport and Accessibility

The majority of bus services within the city are operated commercially and the Council has no direct control over the provision of these services. However, we can influence the conditions in which public transport operates and encourage members of the public to travel more sustainably in the city.

The CPZ provides a number of benefits to public transport such as; protecting bus stops, reducing the volume of traffic on Edinburgh's roads and removing inconsiderate parking, for example parking in bus lanes which delays buses. These factors help to improve the reliability of journey times and makes using public transport more attractive.

In addition, since there are other parking regulations to manage, Parking Attendants are more likely to be available to monitor bus stop clearways within the area. There are fewer Attendants available to protect these areas in the evenings and weekends, where controls do not apply.

When the CPZ does not operate, public transport operators lose many of the associated benefits and free parking can encourage people to drive into the city centre. In such conditions, when there is less demand for public transport, services may operate less frequently.

Introducing parking controls on Sundays is expected to improve traffic flow and operating conditions while enhancing demand for public transport services.

Action 38: [To work with operators to identify missing bus stop clearways and develop a programme to introduce them.](#)

Lothian Buses has requested the introduction of new bus stop clearways at various bus stops around the city to allow buses to draw up close to the kerb and improve accessibility for passengers with disabilities. The intention is to work with operators, to identify where clearways are missing and develop a programme to introduce them.

To ensure that parking policy continues to support sustainable travel; the operation of bus lanes are currently under review, further cycle lane restrictions will be considered and conditions for pedestrians at crossing points will be improved.

Action 39: [As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.](#)

Improving accessibility in Edinburgh not only relies on enhancing bus services, but also making shorter journeys on foot and by bike easier. It helps people become more active, healthier and to make Edinburgh a more pleasant place to live and visit.

Improving conditions for pedestrians to cross the road safely by preventing parking around; corners, junctions, traffic islands and dropped crossing points, is vital for people with disabilities. However, there are added benefits for everyone, such as; people pushing buggies or prams and for those pulling suitcases.

The expansion of cycle parking facilities will continue to be led by the Active Travel Action Plan, but there may be scope to investigate on road cycle parking spaces at key locations around the city.

Action 40: [Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include better protection of cycle lanes and junctions to prevent inconsiderate parking.](#)

Cycling forms a major part of the city's active travel future and is ideal for many short to medium distance journeys. With more people cycling at all times of the day, there is a strong case for upgrading conditions for cycling, such as extending the operating hours of cycle lanes and protecting sight-lines around junctions at all times of the day. This will help people feel safer when cycling on Edinburgh's roads and may encourage others to start cycling.



Action 41: Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.

Many people choose to travel by car, but for some it is an essential method of transport, due to severe mobility problems which can make using public transport or taxis impossible.

For many blue badge holders finding a suitable parking place outside their home can be a challenge and the Council will continue to consider requests for new disabled persons' parking places in residential areas to help improve the mobility of those who need them the most.

Action 42: Identify key locations where disabled persons' parking places are required in the city centre and review their provision.

Disabled persons' parking places are provided where there is likely to be high demand for such parking, for instance outside public buildings and near to essential service providers. We will identify key locations where such parking places are likely to be needed and along with existing locations, review the current provision to ensure that a sufficient number of places are available.



Action 43: Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.

To ensure that disabled persons' parking places remain available for those who need them the most and to maintain the reputation of the scheme, misuse of blue badges will continue to be investigated and those concerned prosecuted.

Collaborative Working

Parking Operations continually strive to improve the service provided in Edinburgh, to learn from the other authorities and ensure industry best practice is followed.

Action 44: [Continue working with Parking Scotland to share knowledge and ensure best practice.](#)

Through participation in and leadership of industry bodies, such as Parking Scotland, better outcomes have been delivered for residents and customers. This is considered to be a vital part of service development and continuous improvement.

Action 45: [Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.](#)

The procurement of the new parking enforcement model contract provides the Council with the opportunity to help other local authorities with their decriminalised parking enforcement operations. This allows other Councils to buy-in to the existing enforcement contract and benefit from lower costs while benefiting from the knowledge and expertise of the Parking Team.

This involves a commitment to promoting these services to potential partners with the possibility of delivering better value for the Council.

Action 46: [Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.](#)

The parking enforcement contract requires our enforcement contractor to operate in accordance with the Council's environmental policies and to reduce the impact of our services on the city and make them greener and safer for all roads users.

To achieve these goals, the procurement of new vehicles to be used in the enforcement of the parking regulations are expected to be as environmentally friendly as possible with the highest safety standards available.

While it may be aspirational for them to be electric vehicles, it is unlikely that all the vehicles concerned could be, as electric vehicle removal trucks may not currently be available on the market.

Action 47: [Consult with operators on the movement and parking of freight vehicles.](#)

The efficient movement of goods and services is fundamental to Edinburgh's economic success and for the quality of life of its residents. However, road transport produces 23% of the city's carbon dioxide and such emissions can have a negative impact on air quality and public health.

With the final delivery of the vast majority of goods in Edinburgh coming by road this requires good loading and unloading opportunities to reduce congestion, noise and pollution. Many areas are on main routes or adjacent to residential properties and we will work with the industry to minimise the impact of freight movements in the city.

Monitoring

Action 48: [Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.](#)

Progress monitoring of the Parking Action Plan is an important job to ensure that work remains on track and that the actions are achieved on time and to budget. With many financial challenges facing the Council and growing demands on our services, ensuring good project management principles will be key to the success of this action plan.

Appendix 1: Prices and Sunday Parking in Other Cities

Feedback received during the public consultation questioned the price of parking in Edinburgh and whether other cities have introduced parking controls on Sundays. Research was undertaken to find the highest hourly price in each city and whether parking controls operate on Sundays. While this will offer some comparison, there are many other considerations that need to be taken into account, such as; number of spaces available, demand and availability of Council run off-street car parks.

Rest of UK	Sunday Parking	Times	Highest Price per Hour
Aberdeen	Yes	1pm to 5pm	£3.00
Birmingham	Yes	8am to 7.30pm	£3.30
Brighton	Yes	9am to 8pm	£3.60
Bristol	No	-	£1.75
Cardiff	Yes	10am to 5pm	£1.70
Dundee	Yes	1pm to 6pm	£2.20
Edinburgh	Under proposal		£3.50
Glasgow	Yes	8am to 10pm	£3.00
Inverness	Only MSCPs		£1.00
Leeds	Yes	10am to 10pm	£2.60
Leicester	Yes	7.30am to 6pm	£1.00
Manchester	Yes	8am to 8pm	£3.00
Newcastle	Yes	8am to 6.30pm	£2.50
Oxford	Yes	10am to 10pm	£3.00
Perth	No	-	£2.00
Reading	Yes	8am to 8pm	£1.50
Sheffield	Yes	8am to 8.30pm	£1.00
Stirling	No	-	£1.50
York	Yes	8am to 8pm	£2.10

Appendix 2: Parking Action Plan Actions

- Short term (2016 – 2017)
 - Medium term (2018 – 2019)
 - Long term (2020 – 2021)
- Priority 1 = High
2 = Medium
3 = Low
- Costs L = Low
M = Medium
H = High

No.	Action	Timescale	Cost	Priority
Information and Communications				
1	Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on-street and off-street parking places.	2016	L	2
2	Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.	2016	L	2
3	Establish a communications protocol to better inform people about changes to parking.	2017	L	2
4	Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.	2016 plus every two years	L	2
5	Publish financial and statistical information online annually demonstrating openness and commitment to customer service.	Annual	L	3
On-Street Parking				
6	Introduce parking controls on Sunday afternoons, including yellow lines on main public transport corridors and public parking charges, as well as extending the restricted hours of residents' parking places.	2017/18	H	1
7	Review evening parking restrictions in the city centre with a view to a limited extension not extending beyond 7pm.	2017/18	H	1
8	Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.	2017/18	H	1
9	<p>Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will involve investigating factors, but will not be limited to, including:</p> <ul style="list-style-type: none"> • Nine hour parking places • Residents' permits and pricing structure • Visitors' permits and operation • Vehicle based charging for permits and parking charges • Additional charges for credit card payments for parking permits <p>As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.</p>	2016	L	1

10	Develop and introduce a system of charges for the enforcement of traffic management procedures at public events.	2017	L	2
11	Discuss with the Scottish Government the possibility of allowing Scottish Council's to use CCTV cameras for parking enforcement.	2017	L	2
12	Discuss with the Scottish Government the possibility to decriminalise school streets enforcement.	2017	L	2
13	Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.	2016	M	1
14	Establish a protocol for considering requests for parking provision/restrictions outside local shopping areas to protect short-stay parking and improve conditions for deliveries.	2017	L	2
15	Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.	2018	M	3
16	Introduce parking charges in Greenways parking places with a cashless only payment service and roll out this approach elsewhere.	2016	M	1
Controlled Parking Zone and Priority Parking Areas				
17	Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that high standards are maintained in the future.	2016	L	1
18	Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.	2016	M	2
19	Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.	2016	M	1
20	Continue to update traffic orders to make it clear to residents of developments, without specific parking provision, within the CPZ that they are not entitled to apply for parking permits and publish this information.	2017/18	L	2
21	Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.	2017/18	L	3
22	Establish a process for members of the public to request Electric Vehicle charging point parking places.	2016	L	2
Parking Permits				
23	Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.	2017/18	H	1
24	Review on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.	2019	L	3
25	Improve the security of motorcycle parking places by considering the introduction of facilities to secure such vehicles to.	2016	L	1

26	Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.	2016	L	3
27	Investigate the potential to replace existing paper-based residents' permits with a virtual parking permits system.	2016	M	1
Off-Street Parking				
28	Discuss with off-street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.	2016	L	3
29	Encourage all existing and new off-street and underground car parks to introduce Park Mark standards.	2020	L	3
30	Support the development of new underground or off-street car parks in the city where they can replace or reduce on-street parking provision.	Ongoing	L	3
31	To work with off-street car park operators to encourage a management structure that discourages all-day commuter parking.	2019	L	3
32	Improve facilities for secure cycle parking in off-street car parks and, where appropriate, use existing planning powers to secure such provision in new car parks.	2016	L	3
Legislation				
33	Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.	Ongoing	L	3
34	Continue to support the introduction of the Double Parking and Footway Parking (Scotland) Bill and introduce a ban if/when enabling legislation is passed.	Ongoing	L	1
Traffic Orders				
35	Develop an approach for advertising on-street and press notices to make traffic orders more user-friendly.	2017	M	2
36	Respond to requests for new parking restrictions within 3 months and, where agreed, advertise within one year of receipt.	Ongoing	L	2
37	Ensure that traffic orders are processed on time and high standards are maintained in the future.	2016	L	2
Public Transport and Accessibility				
38	To work with operators to identify missing bus stop clearways and develop a programme to introduce them.	2018	L	2
39	As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.	2017	M	1
40	Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include better protection of cycle lanes and junctions to prevent inconsiderate parking.	2017	M	1

41	Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.	Ongoing	M	2
42	To identify key locations where disabled persons' parking places are required in the city centre and review their provision.	2018	M	2
43	Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.	Ongoing	L	2
Collaborative Working				
44	Continue working with Parking Scotland to share knowledge and ensure best practice.	Ongoing	L	2
45	Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.	2016	M	2
46	Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.	Ongoing	L	2
47	Consult with operators on the movement and parking of freight vehicles.	2017	L	3
Monitoring				
48	Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.	2016	L	1

Appendix 2a – Parking Satisfaction Survey

The Council conducted a Parking Satisfaction Survey in 2013 to seek the views of residents on a number of parking issues, to evaluate the performance of the service and to find out if potential improvements could be made to parking in Edinburgh. This paper summarises the main issues from the survey and indicates how the Parking Action Plan aims to address them.

Questionnaires were delivered to approximately 65,000 households within the Controlled Parking Zone inviting residents to participate in the survey. The leaflet included an attachment which could be returned by freepost to the Council and a link to an online survey where residents could tell us their views on parking. The survey received 2,277 responses and was a lower response than anticipated.

Key Findings

The first question revealed that 42.2% of respondents were either dissatisfied or very dissatisfied with parking provision. 40.6% were satisfied or very satisfied with the amount of parking in their area. Finally, 17.8% indicated that they were neither satisfied nor dissatisfied or that they didn't know.

The results are similar across each zone and Table 1 below indicates the percentage of respondents that were dissatisfied or very dissatisfied with the number of parking places in their area.

Table 1: Dissatisfaction with parking by zone

Area	1	1A	2	3	4	5	5A	6	7	8	Average
%age	63	35	69	52	68	49	67	53	43	48	55

Table 1 indicates that there are areas of the city where levels of dissatisfaction were higher than other areas. This response mirrors the comments received during the PAP consultation. It also explains the reason for proposing an extension to parking controls in the evenings and at weekends in Zones 1 to 6 and not in zones 7 and 8. To ensure consistency and avoid confusion for motorists it was considered appropriate to include the central zones (1 to 4) and the northern peripheral zones (5, 5A and 6) within the proposals.

While a majority of respondents, 57%, did not find it difficult to find a parking place; 43% said it was difficult to park in their area. Table 2 below reports that residents from Zones; 5, 5A and 6 had the greatest level of difficulty finding a parking space.

Table 2: Difficult to park by zone

Area	1	1A	2	3	4	5	5A	6	7	8	Average
%age	38	14	13	18	22	48	57	47	23	18	30

Furthermore, 73% of respondents said that evenings were the most difficult time to park near their homes, while 46% said the weekends and 33.5% said during the day.

Many residents indicated that evening and weekend parking was a significant problem and asked the Council to investigate this further to identify possible solutions. An examination of the other comments received from residents revealed that they experienced problems on Sunday mornings and it was suggested that this was a result of additional demands from church-goers. The proposals to extend evening and weekend parking times are a result of the feedback received from residents as part of the satisfaction survey.

Turning to the enforcement of the parking regulations, nearly 50% of respondents said that they were satisfied or very satisfied with parking enforcement in Edinburgh. However, there were five issues people wanted the Council to address, including:

- footway parking;
- permit holders receiving parking tickets when parked across two bays;
- parking on cycle lanes;
- double parking; and
- permit holders not being allowed to park in public places in their street.

The PAP supports the introduction of the Footway Parking and Double Parking (Scotland) Bill which is seen as the best solution to address these problems. However, it also indicates the approach the Council will take should the Bill fail to become law.

The introduction of shared use parking places will help to resolve problems where vehicles are parked across two parking bays and where residents have requested to be allowed to park in public parking places, by removing individually marked places and increasing the flexibility of the parking places. The survey results revealed that 52% of respondents support shared-use parking places. As part of this process, there will be a review of cycle lanes to find out if changes should be made to the traffic orders to protect them from parked vehicles at other times.

In addition, 62% wanted visitors' permits introduced in their area and this relies to a great extent upon shared use parking places to make sure there are sufficient places available for permit holders. The PAP proposes the introduction of visitors' permits within the central and peripheral controlled zones.

Approximately 63% of respondents suggested that the action which would most improve their satisfaction with parking in Edinburgh was to introduce more parking places. The PAP aims to change many underused areas of single yellow lines in residential areas to shared use parking places to better accommodate permit holders and increase the flexibility of the controls to avoid motorists circulating looking for parking places.

Finally, one of the online questions revealed that many people, 42%, would use the cashless service to pay for their parking time in the future. However, there were concerns about the removal of ticket machines in key locations if motorists did not have a bank account or smart phone. This resulted in the proposal to pilot a cashless only area to identify any other problems with the service.

Appendix 2b – Local Transport Strategy (LTS) 2014-19 Consultation

The current LTS continues to support the development of the city and encouraging the use of environmentally-friendly transport. It recognises car parking has an important role to play in this objective, but that it is also a complex issue with many competing demands. The Council attempts to balance these demands, from; motorists, public transport passengers, cyclists and pedestrians.

While the Council's overall transport strategy remains largely unchanged, the most significant change in relation to parking was a commitment to investigate the introduction of parking and loading restrictions on the main road network on Sundays. This was one of ten main issues for review and a public consultation was conducted to seek the views of the public and stakeholder organisations on a number of possible options.

The review described four main options to consider in relation to Sunday parking and these are described in the table below:

Table 1: Issues for Review - Sunday Parking Options

Option	Description	Support
1	Maintain the status quo – free parking on Sundays with no restrictions on main traffic routes.	55%
2	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays.	16%
3	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays plus introduce public and residents' charges in retail areas.	11%
4	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays plus introduce public and residents' charges in retail areas and; <ul style="list-style-type: none"> • Zones 1 to 4, or • Zones 1 to 8. 	14%
-	Don't Know	5%

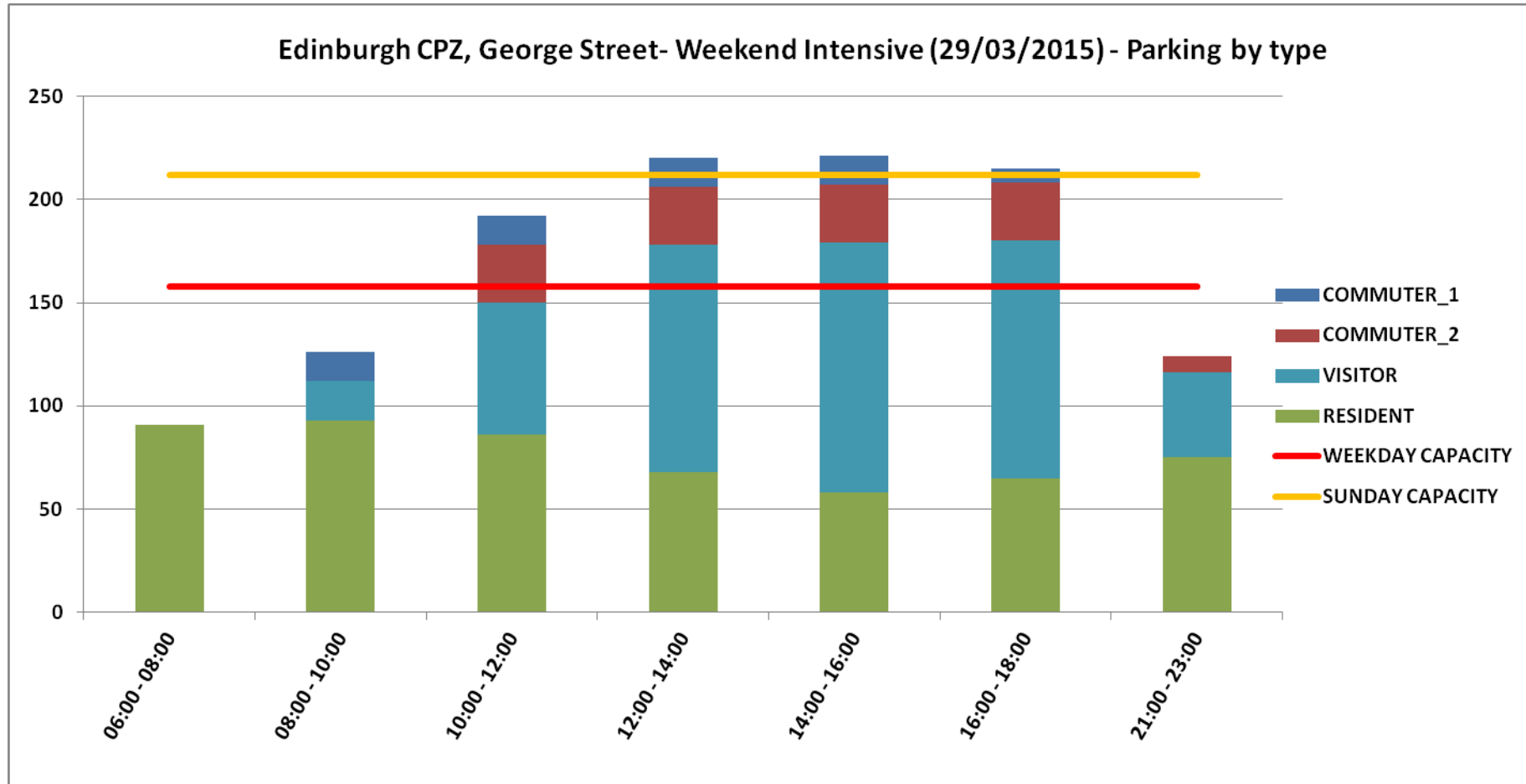
The consultation elicited 1,838 responses and the results indicated that the majority of respondents supported the existing arrangements where parking was available free of charge on Sundays. However, the report also noted that 41% of respondents wanted to see some form of control on Sundays. As a result, it was recommended to develop more detailed proposals, subject to further public consultation, to manage parking demands on Sundays and to increase the turnover of spaces.

This approach was preferred as the report identified a number of issues, such as; congestion, pollution and poor conditions for public transport, pedestrians and cyclists. Also, that parking space may not be being used to its full economic benefit. The report also identified some possible resistance from retailers who may view parking charges to be a negative impact and for instance on people attending church services in the city.

Appendix 2

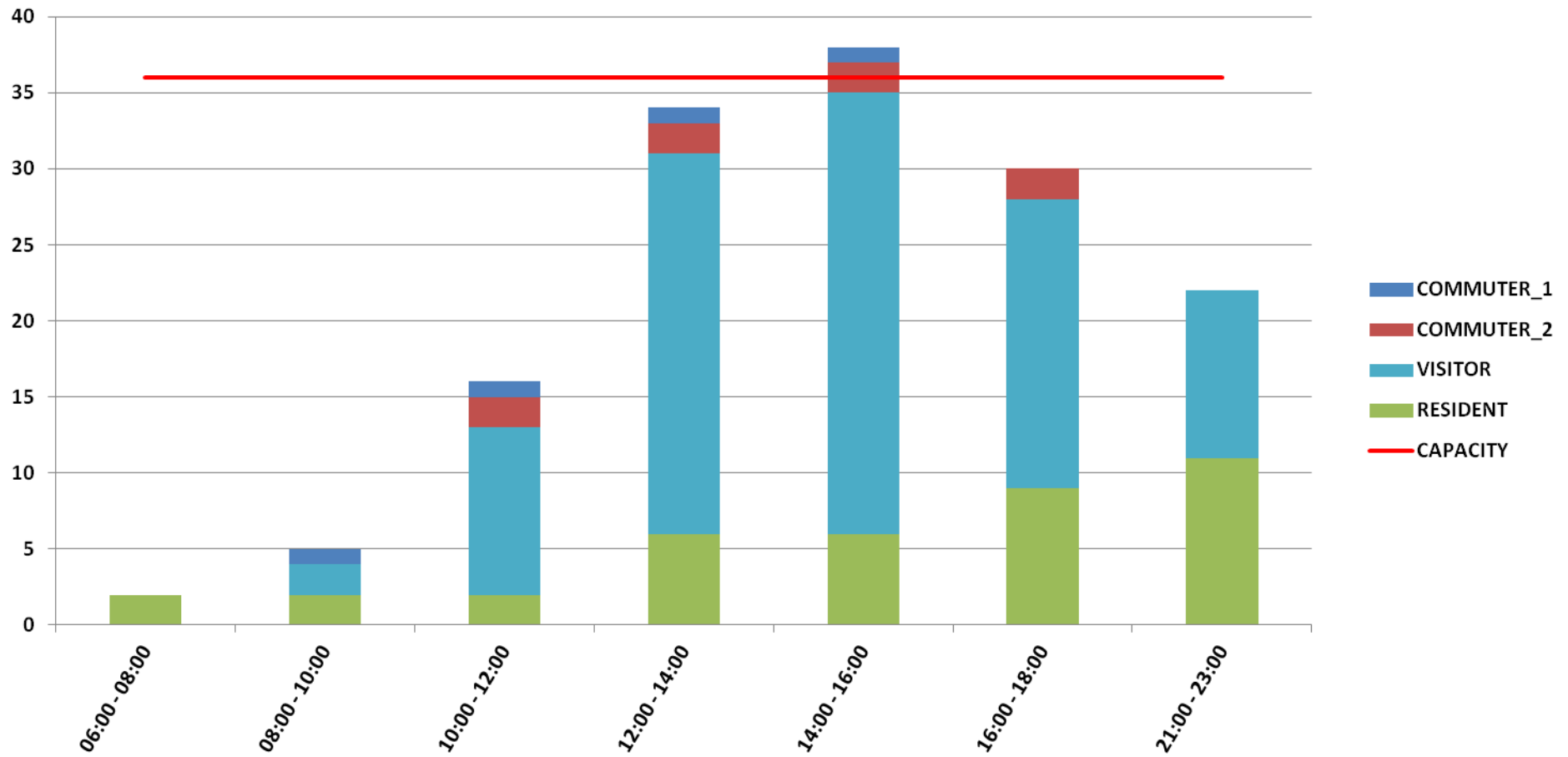
c - Supporting Evidence

Parking Survey Results

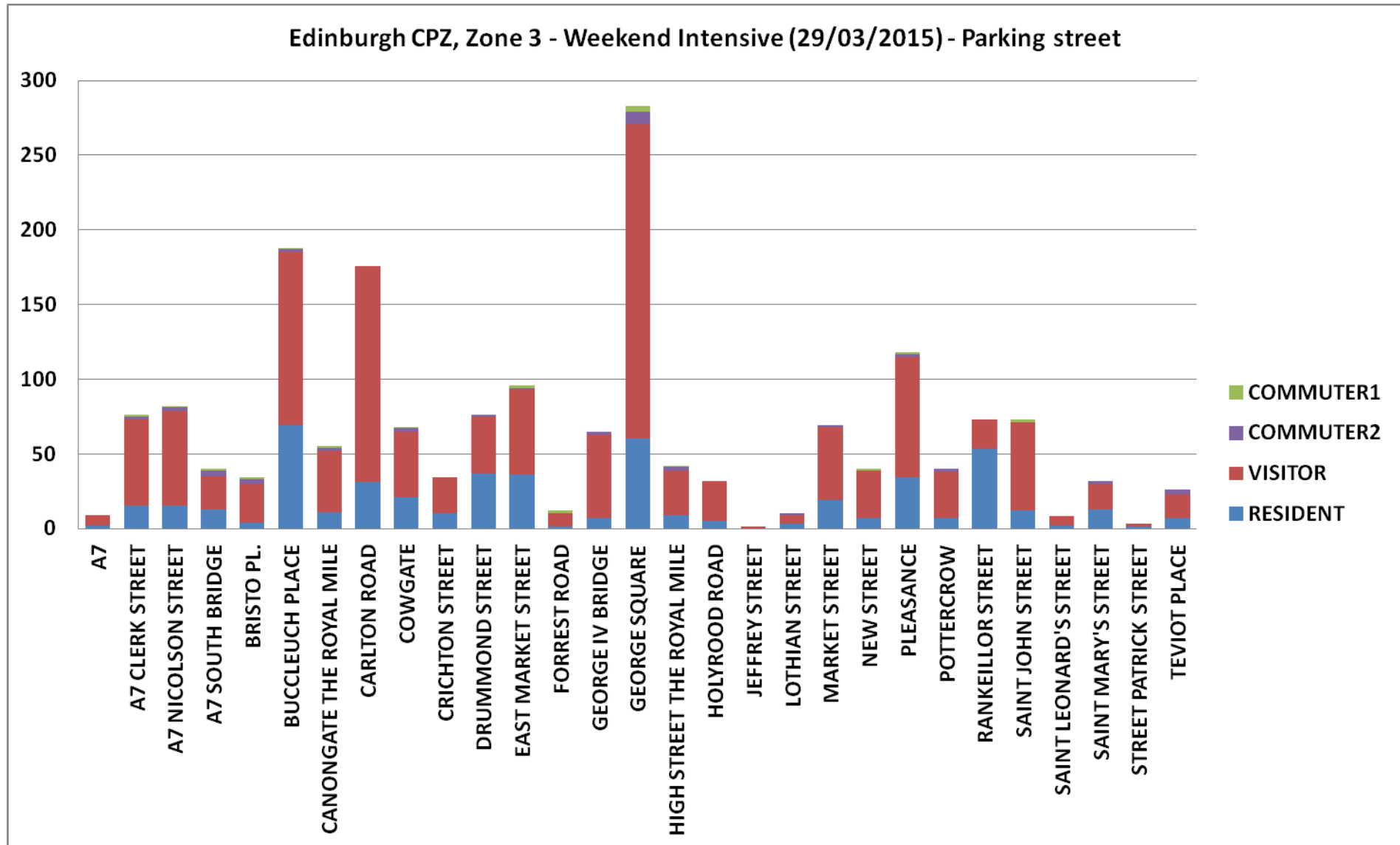


Parking survey data indicates that occupancy levels on Sunday afternoons exceed the capacity of George Street. The data indicates that parked cars occupy double yellow lines, disabled bays and loading bays.

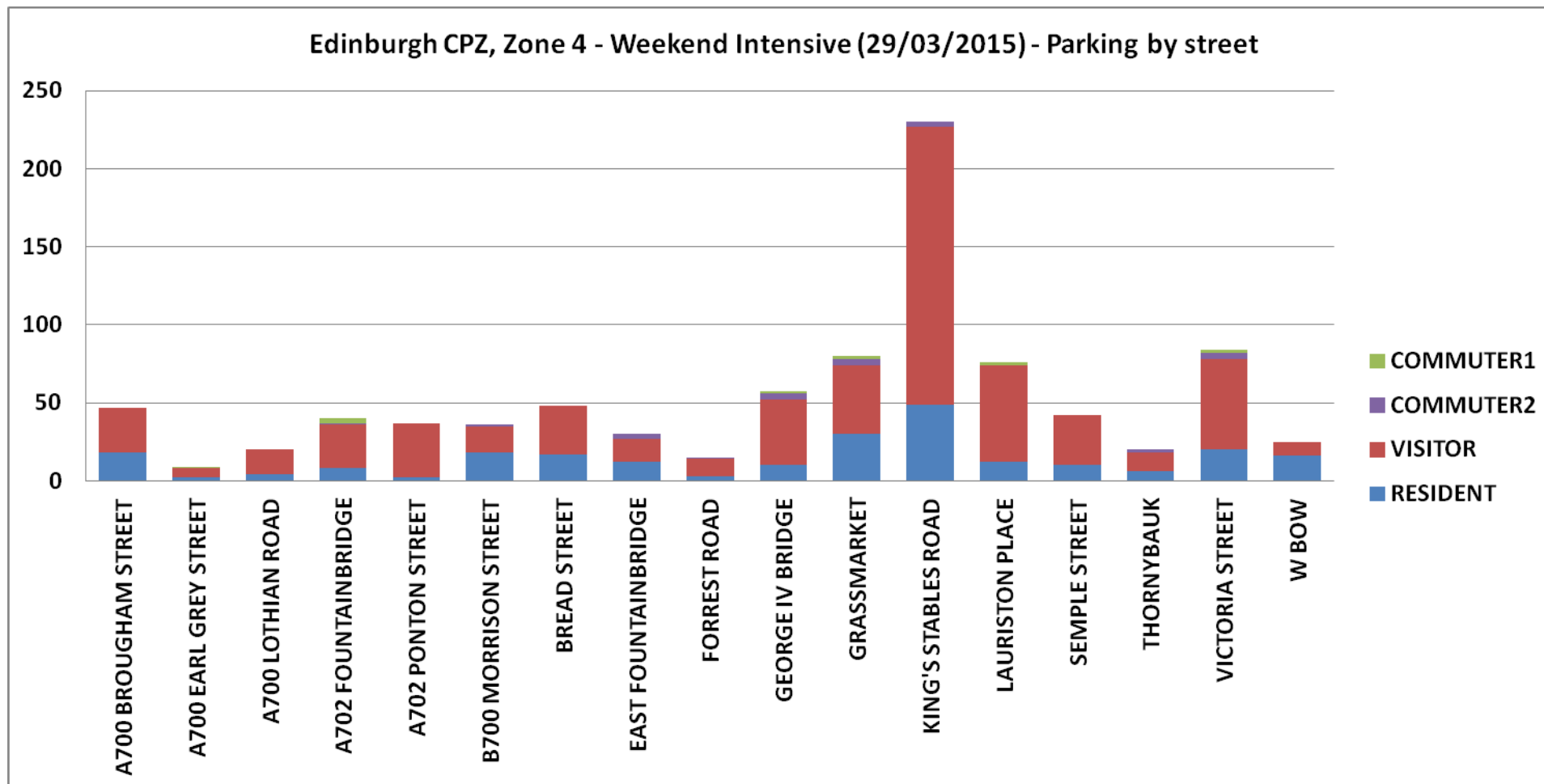
Edinburgh CPZ, A7 Nicolson Weekend Intensive (29/03/2015) - Parking by type



On weekdays, Nicolson Street is subject to all day controls that allow traffic to move freely.

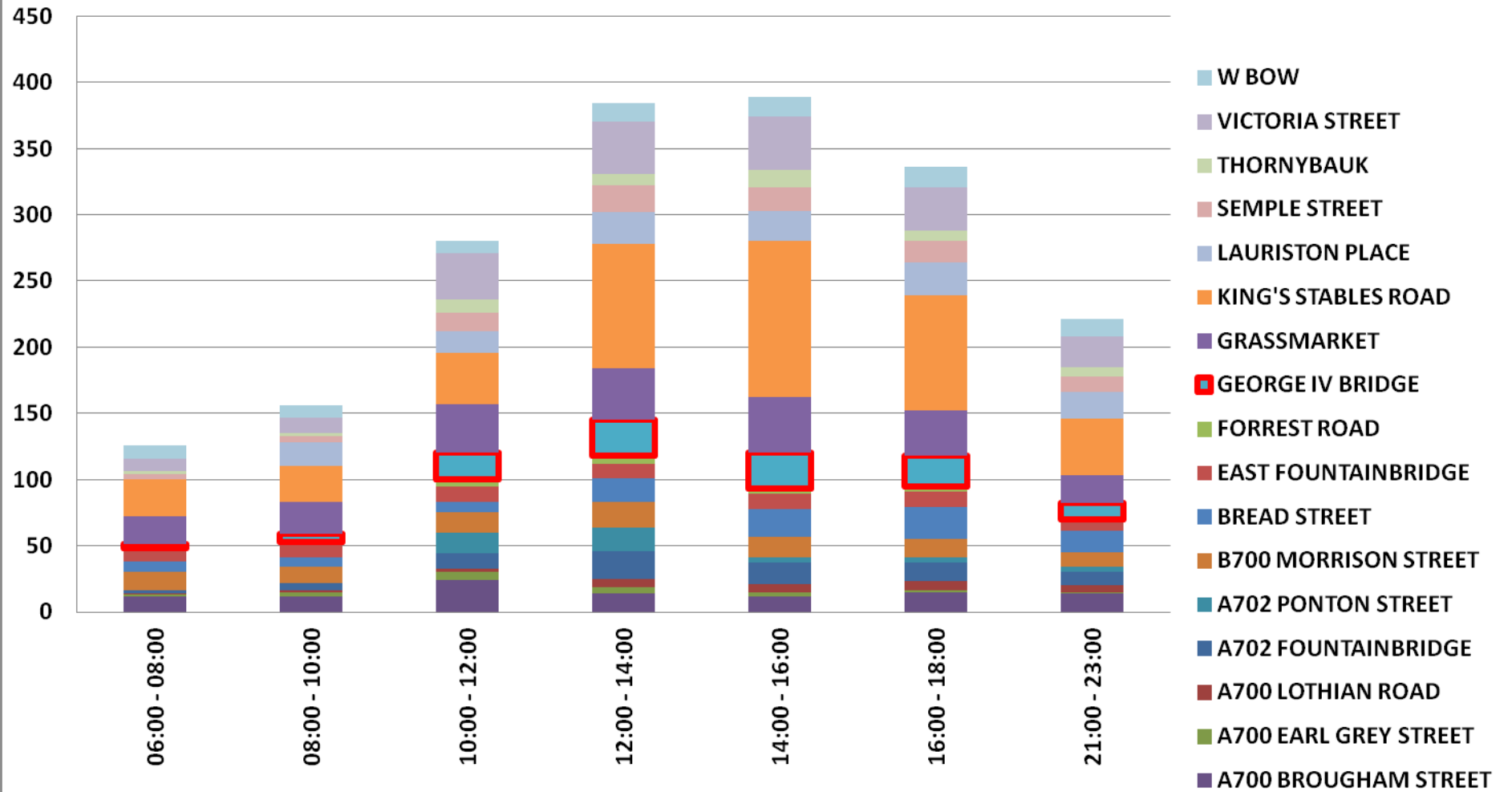


The results for Zone 3 show many of the bus routes (A7, George IV Bridge, Pleasance etc) leading into the city centre subject to high levels of parking usage on Sunday.



The results for Zone 4 similarly show many of the bus routes (Fountainbridge, Ponton Street, Semple Street, Lauriston Place etc) leading into the city centre subject to high levels of parking usage on Sunday.

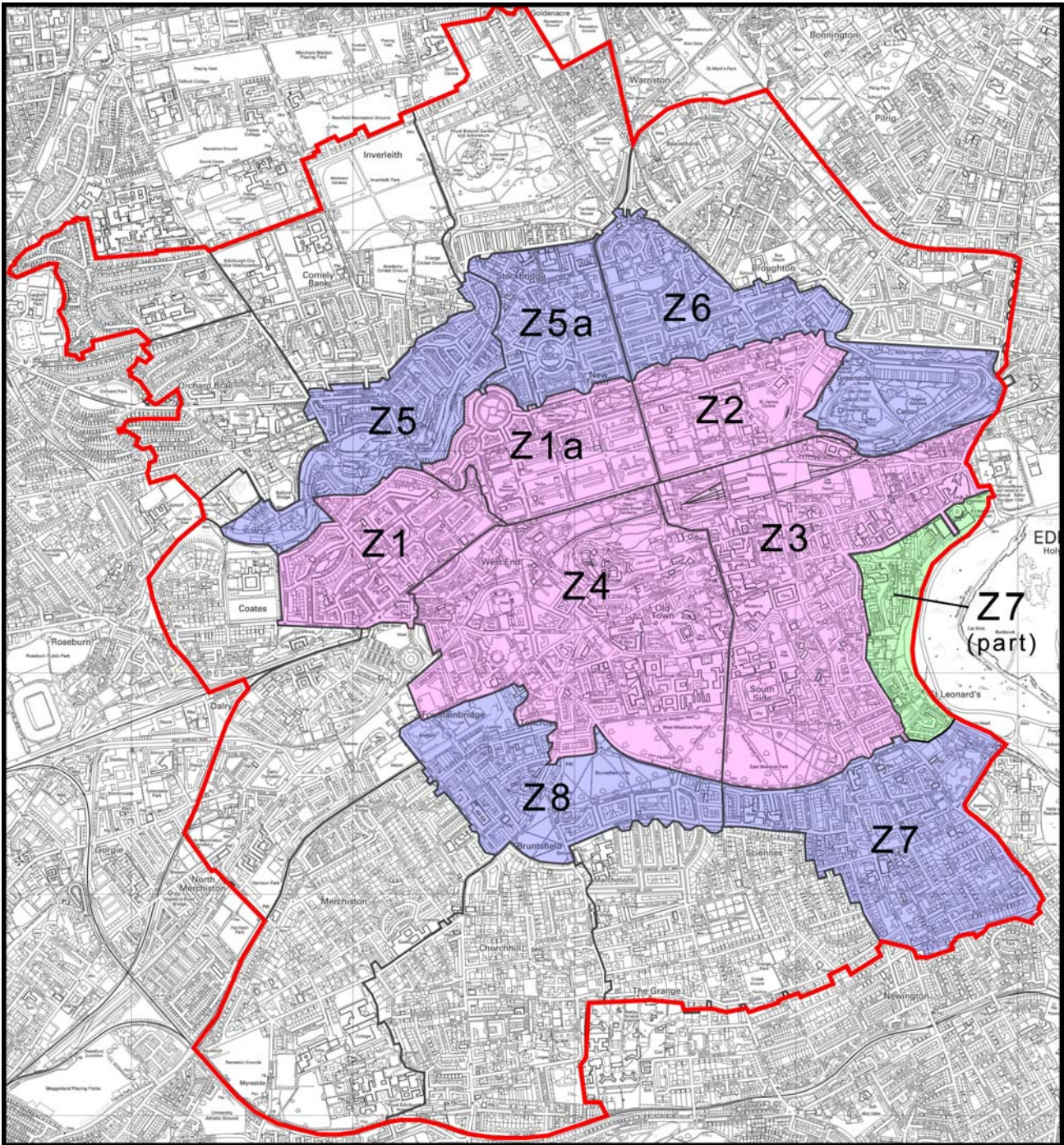
Edinburgh CPZ, Zone 4 - Weekend Intensive (29/03/2015) Occupancy by Beat



The survey results also indicate that the highest demand for parking space occurs in the afternoon.

Appendix 2

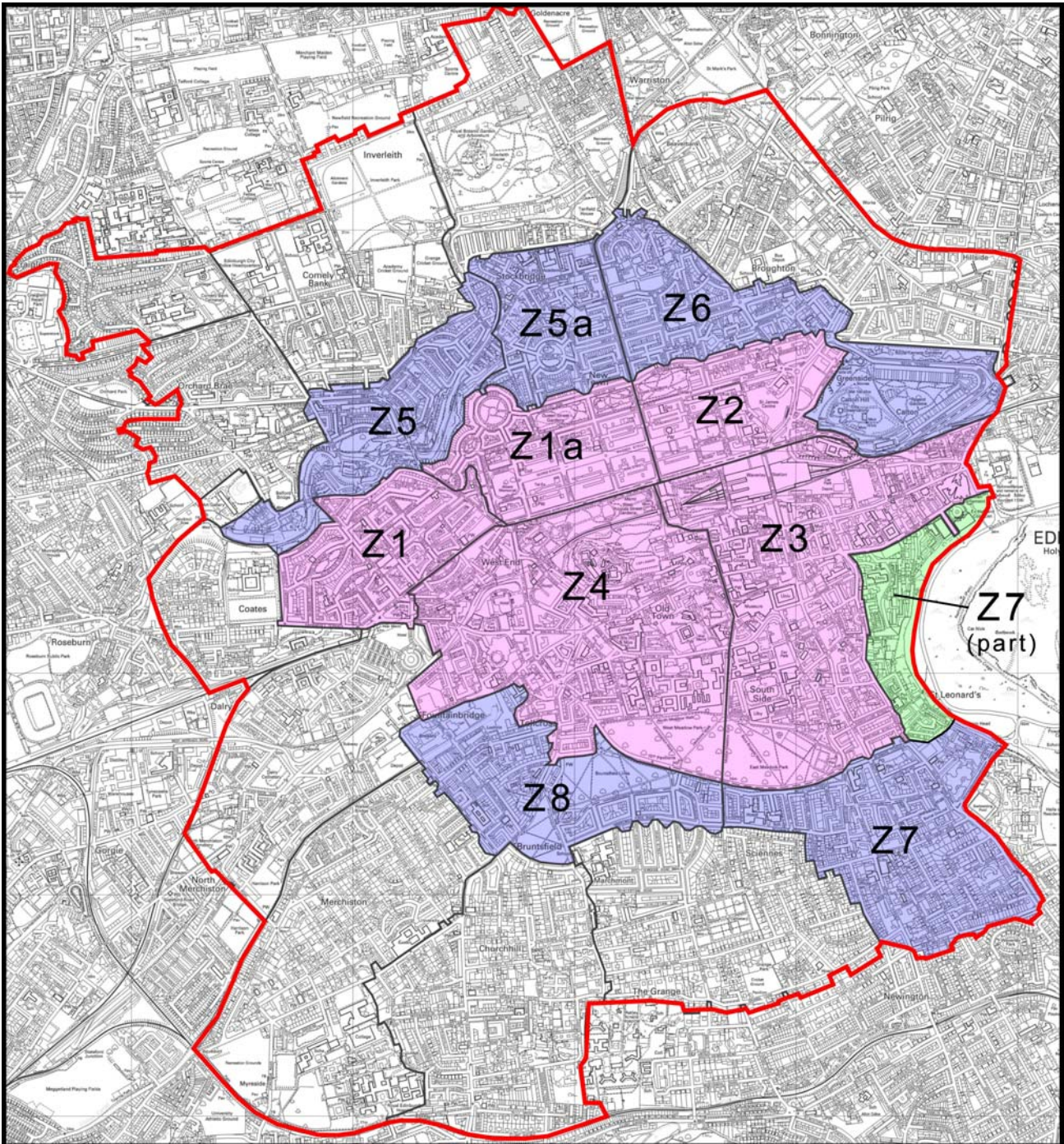
d - Zone Maps: Proposal Options



Option 1: Part Day Controls on Sundays (plus main routes)

	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sat 08:30 - 19:00 Sun 13:00 - 19:00*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	No change	
	Mon - Fri 08:30 - 17:30	Mon - Sat 08:30 - 19:00 Sun 13:00 - 19:00*	
	Extent of Main Traffic Route restrictions on Sundays		

- Notes: 1) Restrictions on main routes on Sundays would operate during the same hours as general Sunday restrictions, i.e. 13:00 to 19:00
 2) The highlighted area of Zone 7 would be transferred to Zone 4.



Option 2: Full Day Controls on Sundays (plus Main Routes)

	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sun 08:30 - 19:00*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	No change	
	Mon - Fri 08:30 - 17:30	Mon - Sun 08:30 - 19:00*	
	Extent of Main Traffic Route restrictions on Sundays		

- Notes:
- 1) Restrictions on main routes would also be extended to 19:00, with Saturday and Sunday operating without loading prohibitions at peak times.
 - 2) The highlighted area of Zone 7 would be transferred to Zone 4.

Appendix 2e - Options Analysis

Introduction

1. This paper looks broadly at the reasoning behind evening and Sunday parking controls. It will then discuss two primary options before recommending a course of action that is based on:
 - The justification for control;
 - The Council's Local Transport Strategy;
 - The Parking Action Plan (PAP) Consultation Responses; and
 - The financial implications to the Council of both introducing and operating parking controls.
2. Consideration is also given to:
 - The impact of each option on those who live within the Controlled Parking Zones (CPZ);
 - The impact on those who work within or visit the CPZ at times when restrictions are being considered;
 - The impact on businesses operating within the CPZ; and
 - The arguments for and against each option, taking into account comments made via the PAP consultation.

What purpose do parking controls serve?

3. There is no single reason for the introduction of parking controls. They are a traffic management tool that can be used in a variety of scenarios and for a variety of reasons. In terms of the CPZ, however, the purpose behind control can be summarised as follows:
 - To manage demand for space by
 - a. limiting lengths of stay.
 - b. preventing all day parking.
 - c. encouraging turnover of space.
 - To support business and trade in the city centre by
 - a. creating opportunities for loading and unloading.
 - b. improving accessibility for customers.
 - c. maintaining traffic flow.

- To promote sustainable travel choices by:
 - a. Creating conditions which support the operation of effective and reliable public transport.
 - b. Creating a safe environment for pedestrians and cyclists.
- 4. At this time, the restrictions which help the Council realise these objectives are operational:
 - In the extended zones, Monday to Friday, 0830 to 1730;
 - In the peripheral zones, Monday to Friday, 0830 to 1730, and
 - In the central zones, Monday to Saturday, 0830 to 1830.

Why would we extend controls to evenings and Sundays

- 5. There are two main reasons why the Council is considering extending controls:
 - The responses to previous consultations, ie:
 - a. The parking satisfaction survey (PSS); and
 - b. The Local Transport Strategy (LTS) consultation.
 - To comply with Council Policy:
 - a. The LTS; and
 - b. Sustainable Edinburgh 2020.
- 6. When we asked residents when they had most difficulty parking near to their homes 44% stated that they difficulty parking on Sundays. 73% of respondents indicated that they had difficulty parking in the evenings.
- 7. After extensive consultation, the approved version of the Council's LTS contains several actions related to parking:
 - **PubTrans1:** The Council will presume in favour of giving buses and Trams priority over other motorised traffic.
 - **Cars1:** The Council will encourage efficient use of cars, through measures such as parking management, management of the road network and promotion of car clubs.
 - **Park8:** The Council manage kerbspace in pursuance of its policy objectives. In particular, the Council will seek to provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

- **Park18:** The Council will manage public on-street parking, including setting pricing levels and permitted lengths of stay, in order to:
 - facilitate shopping and other short to medium stay activities;
 - discourage all-day parking (especially by commuters) and provide adequate turnover to ensure availability of spaces throughout the day;
 - balance supply, demand and turnover;
 - recognise the competitive local retail environment; and
 - where necessary, allow more effective priority to be given to pedestrians, cyclists and public transport, for example by moving parking from main roads to side roads.
- **Park19:** The Council will ensure that the hours of parking control best reflect the (sometimes conflicting) needs of different users and the objectives of this strategy.

8. However, the LTS also recognised the challenges inherent in considering extended controls, recommending that:

“our proposed approach is to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:

- *the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on other days;*
- *considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday;*
- *considering to what extent residents parking controls will need to operate.”*

Evening Parking

9. It is widely recognised that there is increased parking demand in the city centre towards the end of the working day. Later opening hours and the thriving evening economy of the city centre draws many people into the city centre at a time when many residents are returning home from work.

10. The results of the Parking Satisfaction Survey suggested that there were parking difficulties for residents at these times, where evening parking was highlighted as the time when most respondents found it difficult to park. 73% of respondents cited the evenings as one of the most difficult times to park, a statistic supported by correspondence and regular complaints from permit holders that they have difficulties finding suitable parking places when they return home in the evening.

11. That situation has not, however, been reflected in the PAP consultation, with the responses received indicating that there is little support for extending controls into the evening.

12. Nonetheless, it is considered that extending the controlled hours into the evenings would have the potential to encourage visitors to Edinburgh to think about how they travel into the city centre. Encouraging visitors to use public transport, to cycle or to walk would reduce the number of vehicles being driven and parked in the city centre, with that reduction helping to keep crossing points clear, improving sightlines at junctions and assisting with traffic flows on main routes and bus routes.
13. It is also evident that the night-time demands on parking are different to those during the day and that any extension of controls has to recognise the importance of the evening economy to the vitality of the city. However, we must also recognise the commitment within the LTS to provide effectively for residents parking demand, recognising that the vitality of the city centre has a negative impact upon the availability of parking.
14. Changes in working patterns mean that parking demands have shifted slightly in the evenings. This seems to result in a longer rush hour period and residents returning home by car later into the early evening.
15. Residents responding to the consultation have indicated their concerns that there is not enough parking for them and, while evening controls would help to protect the available space, those controls alone would not provide the required improvements for permit holders.
16. The proposal for shared use parking will turn many existing yellow lines into either shared use or permit holder parking, redressing the imbalance between permit holders and parking spaces and provide significantly improved parking opportunities for permit holders than currently exist. It is considered that this increase in space would provide permit holders with the parking provision that they require, and would create conditions that would allow a coinciding extension of evening controls. The resulting management of the space would also provide protection for permit holders from other users.
17. It remains important to recognise that there are demands on parking in the evenings that are not easily replaced by public transport, walking or cycling. There are a range of activities which take place in the city centre that draw visitors and participants from outwith Edinburgh and its environs. An example would be that of theatres, where the distance travelled by visitors and the timings of performances result in a heavier reliance on access by private vehicle in comparison to other types of consumer.
18. On this basis it is considered that a limited extension of evening controls would provide benefits to permit holders with limited impact on those who visit the city centre in the evening or on those businesses or facilities that rely on evening trade or visitors. The control of parking space would help to manage demand, whilst yellow line restrictions would assist pedestrians and keep routes clear for cyclists.

19. What is therefore proposed is to extend controls by 30 minutes in zones 1 to 4 to 19:00, on each day that controls operate. It is also recommended that the impact of this extension be monitored to assess its impact and that a future Parking Satisfaction Survey should seek to determine whether permit holders have benefitted from this change.

Sunday Parking

20. In line with the recommendation contained within the LTS, consideration was originally given to a proposal for Sunday control which would apply only to main routes. However, it quickly became apparent as a result of preparatory and investigatory works that such an approach could have significant impacts upon parking availability and parking demand.
21. In preparation for the draft PAP, Parking surveys were conducted on a selection of streets across the city centre. Covering different types of street, these surveys were intended to identify parking levels and patterns that would assist the Council in understanding how parking space was used on Sundays.
22. Even though only a proportion of main routes were surveyed, the results showed that in excess of 4,000 individual vehicles park on main routes and/or bus routes on Sundays. It is considered that controlling those routes alone would create a risk that those vehicles would migrate into other uncontrolled streets, creating additional demand for even more limited space and bringing increased numbers of employees and visitors into competition with residents.
23. While the idea of controlling main routes as a means to encourage improved traffic flow and increased public transport patronage is sound, there is no guarantee that, without complementary controls in adjacent streets, that there would be a resulting modal shift to public transport.
24. In summary, main route controls alone would:
 - provide no guarantee of increased public transport use;
 - be unlikely to create a scenario that supported increased services or increased frequency of public transport;
 - displace existing main route parking into other neighbouring streets;
 - reduce parking availability for residents and visitors alike;
 - create additional demand for space; and
 - make the parking situation on Sundays materially worse for residents and their visitors.
25. If main route control alone is not a viable solution, then it must be considered that the only viable alternative is to apply controls similar in nature to those that operate during the other days of the week.

Full Control – Zones 5, 5a and 6

26. The draft PAP suggested that parking controls should be extended to operate across Zones 1 to 6.
27. In Zones 1 to 4 (ie Central Zones) controls already operate Monday to Saturday. In Zones 5, 5a and 6 (Peripheral Zones), however, controls are Monday to Friday only.
28. Geographically, Zones 5, 5a and 6 are significantly closer to the heart of the city centre than other Peripheral Zones (Zones 7 and 8). The data gathered from parking surveys indicated that there was a risk that extending controls to operate in Zones 1 to 4 on Sundays could result in a migration of parking pressures to the nearest available areas of unrestricted parking.
29. It was also considered that, in order to ensure that public transport movement was protected from parking pressures, it would be necessary to control main traffic routes throughout the CPZ.
30. As has already been stated, surveys revealed that in excess of 4,000 vehicles are parked on main routes on Sundays. Displacement of such significant numbers of vehicles into uncontrolled areas close to the city centre would have the potential to significantly increase not only parking pressure, but also the level of incidence of inconsiderate or inappropriate parking in those areas. In order to prevent negative impacts resulting from that displacement it was determined that consideration had to be given to extending controls to cover zones 5, 5a and 6.
31. The responses to the PAP consultation have revealed strong indications from residents of these zones that they do not wish to see controls extended to include their area. Many residents indicate that they have no current parking problem and that parking controls are therefore not required. While such responses do not recognise the potential for displacement that exists should the central zones of the CPZ become controlled on Sundays, it is evident that any proposal that sought to control these zones at this time would be met with significant opposition.
32. On this basis it is therefore proposed that the Council continue to monitor the parking situation in Zones 5, 5a and 6 in order to assess the impacts of any additional restrictions in the city centre.

Main Route Restrictions

33. Between Monday and Friday, main route restrictions ensure that the main arteries into the city centre are kept clear of unnecessary obstruction. Peak hour restrictions prevent all waiting and loading, allowing traffic to flow freely and helping to ensure that public transport moves people quickly and efficiently to their destinations.

34. Outwith the peak hours only waiting is restricted, allowing loading and unloading to businesses and households to take place.
35. On Saturdays, there are no peak hour restrictions, but main traffic route restrictions operate throughout the day, extending beyond the city centre in order to maintain the flow of traffic. While traffic patterns are undeniably different on Saturdays, these restrictions are vital in keeping these routes clear of parked vehicles and allowing traffic to move easily into and out of the city centre.
36. If the Council is to consider Sunday controls as a means to encourage increased public transport usage and as a catalyst to deliver public transport improvements, then it must also be considered that main traffic routes on Sundays must provide for the increased services that would be required.
37. While business opening times are generally later on Sundays, public transport improvements must cater not only for visitors, but also for those working in the city centre. As such, it is imperative that main route restrictions should operate throughout Sundays, in order to ensure that these routes are afforded the same level of protection from potentially obstructive parking as on other days of the week.
38. It must further be considered that it is necessary to control not only main routes in the city centre itself, but on the approaches to the city centre. This would ensure that public transport services could not be adversely impacted upon by parking taking place just outside the controlled area.
39. In order to provide sufficient protection from parking and to provide the conditions that would allow for public transport growth, it is proposed that main route restrictions should at least extend to the outer boundary of the extended CPZ and that they should operate during the same hours as on Saturdays.

Full Control – Zones 1 to 4

40. There are two options that are being considered:
 - Option 1: Full control in Zones 1 to 4, operating on Sundays during reduced hours (1300 to 1900). Main traffic route restrictions extend to the outer boundary of the extended CPZ during the same reduced hours (between 1300 and 1900) and without peak hour loading restrictions.
 - Option 2: Full control in Zones 1 to 4, operating on Sundays during the same hours as the other days of the week (0830 to 1900). Main traffic route restrictions extend to the outer boundary of the extended CPZ during the same hours as Saturdays (between 0800 and 1900) and without peak hour loading restrictions.
41. Option 1 recognises that, while Sundays are significantly busier than when controls were first introduced, the majority of the demand for parking takes place in the afternoon. In addition, it also addresses the concerns of those

consultation responses which mentioned the potential impact of all day controls on church services.

42. The following paragraphs discuss the relative positives and negatives of the two options.
43. Policy: The Council's transport policies, in general terms, seek to encourage users to make informed choices about their mode of travel, to encourage an increased usage of more sustainable forms of transport and to ensure that however the public choose to travel, that they can do so in safety.
44. While both options largely fulfil these aims, creating conditions that should encourage increased public transport usage and manage parking to make it easier and safer to move around the city on foot, or by bicycle, Option 1 provides for management of parking at those times when there is the greatest demand.
45. While there is clear demand for parking space in the city centre on Sundays from as early as 0800, the city centre is busiest in the afternoons. Managing parking at that time would help to encourage people to carefully choose their mode of transport, with an increased likelihood that more journeys would be undertaken by public transport.
46. It is also considered that Option 1 would control indiscriminate or inconsiderate parking at the busiest times, making the city centre a more pleasant and safer place to walk or cycle, not only for visitors, but also for those who live and work there.
47. While there are benefits of the full control that Option 2 would provide, Option 1 is considered supportive of the Council's transport policies by controlling parking at the busiest times of day and by managing the ability of visitors and commuters to park for extended periods.
48. In terms of the proposal to extend controls to 1900, the Council also addresses the commitment within the LTS to seek to provide sufficient parking for residents. There is a high demand for space in the evenings. Providing controls that extend further into the evening helps to protect permit holders from other parking and allows for improved management of the available space at one of the busiest times of day.
49. Impact on city centre residents: While the evidence shows that there is a build up of parking demand throughout Sunday mornings, the most significant demand exists in the afternoons. Controlling parking during these busier times, as proposed in Option 1, would provide protection for residents at those times when there is the greatest pressure on kerbside space.
50. There would be benefits for residents in controlling parking throughout the day, but with the differences in working patterns between Sundays and other days of the week, there is no evidence to suggest that controlling parking from 08:30 on a Sunday would bring significant benefits to residents.

51. Both options provide for management of main routes in support of maintaining traffic flow and supporting public transport. Both options provide for protection for residents. While Option 1 limits that protection to the afternoon, this is the time when the evidence suggests that this protection is most needed.
52. Option 1 would provide residents with protection from the greatest demand, ensuring that visitor and commuter parking is managed in a way that limits both where they can park, and for how long.
53. Both options provide benefits to city centre residents who have resident permits, by providing management of the available space later into the evening.
54. Public Transport: With a number of consultation respondents indicating that Sunday controls are not viable because of limited public transport services, it is clear that, if Sunday controls are to be successful, then they must provide a basis for improvements to services to an extent that brings about a change in how people travel to the city centre.
55. Achieving the necessary modal shift in transport use will only be possible if there is:
 - a) public transport that meets the needs of those who would use it; and
 - b) a system of parking control that manages the availability and length of stay in such a way as to encourage increased use of public transport.
56. Where Option 2 would manage parking throughout Sunday, creating a situation similar to that which occurs during other days of the week where private car is a viable option neither for commuting to or for visiting the city centre, Option 2 does leave a significant proportion of Sundays without that management.
57. However, by controlling even a part of Sunday, the ability of commuters to use city centre parking as a means of travelling to and from work by private car is significantly reduced. While this control could simply result in that parking migrating elsewhere, it is anticipated that the delivery of improved bus services in conjunction with parking controls would have the potential to provide the necessary incentive for visitors and commuters to switch to public transport.
58. While the proposal to extend evening controls by 30 minutes is not specifically intended to encourage public transport usage, it is possible that this extension would see some users give additional consideration to their chosen mode of transport. Any resulting increase in public transport patronage could assist in providing justification for enhancements to existing services.
59. Lothian Buses have indicated their broad support for Sunday controls, but have also indicated that any improvements to existing services will be led by increased passenger demand. Option 1 provides an opportunity for realising

demand at a level that would be expected to result in improved services that served not only those visiting the city centre, but also those travelling to work in the city centre and elsewhere.

60. Income: Parking income is the means by which the Council will meet the additional costs involved in operating enforcement and removal services on Sundays. The potential for that income to cover the costs associated with Sunday restrictions relies heavily on paid parking.
61. While Option 2 would see a period of ten hours controlled on Sundays, Option 2 controls a little over half of that time. The greatest demand for parking on Sundays exists in the afternoons, which means that although Option 2 covers only part of the day, it is the period when demand for parking is at its highest.
62. Option 2 would undoubtedly create additional income, but it must also be considered that the purpose of controls is to manage demand and that raising revenue is secondary to meeting policy objectives. Option 1 would provide sufficient income to cover the operating costs incurred by the Council in enforcing Sunday parking restrictions, whilst managing parking demand and encouraging those working in or visiting the city centre to consider alternative modes of transport.
63. There is likely to be little income generated as a result of the extension of evening controls, with any increase in revenue being largely offset by increased enforcement costs.
64. Implementation cost: In considering the cost implications of the two options it is necessary to explain that it is anticipated that Sunday controls would be introduced at the same time as shared-use parking. This approach would mean that all signing changes would be carried out only once, minimising the potential implementation cost.
65. Option 2 offers the potential opportunity for some signs to be amended rather than changed, providing a slight reduction in overall implementation cost. Option 1 would require all Zone entry and exit plates, all main route signing and all pay-and-display signing to be replaced.
66. While both options would incur costs for changing the existing signing and providing traffic management during the works, Option 1 would also incur costs for the manufacture of new signing.
67. The differences in cost are, however, not significant and the increased cost in Option 1 could be offset against income generated from parking charges.
68. Signs: Adopting either option would require changes to existing signing, as is explained in foregoing paragraph on implementation costs. However, there are other impacts from those changes that must be given consideration.
69. In terms of restrictions, the simplest form of signing is that which operates during standard times or on standard days. If controls were introduced that

operated during the same hours on each day then the signing requires no mention of days, just the hours of control. The resulting sign is both simple and of minimal size.

70. Restrictions which work at different times on different days require both the different days of the week and the different times of restriction to be displayed. The resulting signs are, therefore, more complicated and physically larger.
71. With much of the controlled area being within the World Heritage Site, careful consideration must be given to the potential impact on the streetscape that would result from a general increase in the size of a majority of restriction time-plates. With effective enforcement relying on the presence of signs and road markings, there is no alternative but to provide such signing.
72. Operational costs: Both options would require additional enforcement to cover Sundays. There would be additional costs to the Council not only for Parking Attendants (PAs), but also for their management and for costs associated with the deployment of those resources.
73. It is anticipated that vehicle removal services would also need to operate, as a means of ensuring compliance with the restrictions. The operation of the removal service, as well as providing members of the public with a fully operational car pound, would incur additional costs to the Council.
74. While it would be anticipated that much of the additional cost would be met from parking income generated by Sunday controls, Option 2 would require parking enforcement and the removal service to operate throughout Sunday in order to cover the restrictions. Option 1, operating for much reduced hours, would incur less cost to the Council.

Appendix 3

Key Elements of the Parking Action Plan

1. The Parking Action Plan (PAP) contains a number of actions designed to improve parking in Edinburgh.
2. Within the responses to the consultation were indications that some of the proposed improvements within the PAP might benefit from further explanation. This recognises that there are clear indications from within correspondence and consultation responses to show that there is a potential lack of clarity about both what is proposed.
3. This appendix aims to describe in greater detail how these key elements would deliver improvements to parking accessibility and availability, as well as how they would meet policy objectives.
4. The key areas covered within this Appendix are as follows:
 - Shared-Use parking
 - Visitors Parking Permits
 - Sunday Parking Controls
 - Evening Parking Controls
 - Pricing Strategy

Shared-Use Parking

5. From the responses received to the consultation it is evident that there is some confusion about what the Council intends in terms of the proposed roll-out of Shared-Use parking.
6. Shared-Use parking is a type of parking place that serves more than one function. Where permit parking and pay-and-display serve one primary purpose, Shared-Use can be used both as permit holder parking and as pay-and-display parking.
7. Shared-Use parking exists extensively throughout Zones N1 to N5 and S1 to S4. It also exists in a much more limited capacity in Zones 1 to 8.
8. The starting point for a wider rollout of Shared-Use within Zones 1 to 8 is the acknowledgement that there are:
 - currently more permits than there are permit spaces on-street;
 - limited opportunities to creating additional space within the confines of the existing road layout.

9. The main aims of shared-use are therefore to redress the current imbalance, moving towards a scenario where there is sufficient space for all permit holders, and to build in a flexibility that can better meet the different parking demands in the city centre.
10. While it is unlikely that it will be possible to allocate sufficient space to permit holders to achieve a 1:1 ratio of permits to spaces, it will be possible to achieve an improvement over the current situation. This will be achieved by reallocating existing space so that there is a greater flexibility in the parking provision.
11. Where there are existing areas of pay-and-display parking or single yellow lines, these will be assessed and, where appropriate, transferred to either Shared-Use or permit holder parking.
12. Pay-and-display will be retained in those areas closest to shops and yellow lines will remain in areas where it is considered that there is a need to maintain separate loading facilities. A change to the restrictions that was brought into place in 2010 already allows loading and unloading to take place for up to 30 minutes from any shared-use or permit holder parking place, thereby off-setting the loss of single yellow lines.
13. Whilst it is likely that some existing permit holder parking places will also be transferred to shared-use, this is only proposed where such a change would simplify the layout of restrictions and/or where the ratio of permits to spaces suggests that shared-use could be accommodated without adverse impact on permit holders.
14. The need for Shared-Use, and the process by which it will be decided which parking places are to be changed, is based on an assessment of both the existing parking provision and the numbers of parking permits. This assessment uses data not only on a zone by zone basis, but will divide each zone into smaller areas, with the aim of working towards finding sufficient space within each area for the permit holders of that area.
15. This approach should, where possible, result in additional spaces being provided where they are most needed, helping to ensure that permit holders have the best chance of finding a space in the streets nearest to their home.
16. *The consultation responses reveal that there is concern that Shared-Use will result in an overall reduction in the number of permit holder spaces, with many respondents commenting that they would rather the Council added more permit holder spaces.*

17. Parking in the city centre has always adapted, to an extent, to meet changing needs. There are regular changes to parking places and yellow lines as demands for different types of parking have evolved. When Shared-Use was first introduced on a wider scale, in the nine zones of the CPZ Extension, it brought about a situation where that constant process of change was largely unnecessary. The inherent flexibility of Shared-Use has meant that there have been few changes to parking provision in any of those new zones. Shared-Use provided for changing situations simply by being a form of parking that allowed more than one use.
18. While residents of the CPZ might desire more permit holder parking, the rigidity of that type of parking does not best serve those who need to park on-street. Parking demand is not constant. It fluctuates throughout the working day. By carefully considering the application of shared-use, sufficient gains are possible in order to afford residents the additional parking provision that they need, whilst also catering for other users of parking in the city centre.
19. There is no intention to reduce permit holder parking. Rather, the desire is to provide parking that can meet different demands and uses by being flexible. There is likely to be a rationalisation of parking, moving some parking places around to reduce the number of signs or to simply make sure that there is a distribution of space in each Zone or street.
20. As an example of the proposed approach, Zone 5 has approximately 1,100 permits and 770 spaces that can currently be used by permit holders. What is currently proposed in the outline design for Zone 5 is that:
 - 109 pay-and-display spaces would change to Shared-Use;
 - 5 pay-and-display spaces would change to permit holders;
 - 30 permit holder spaces would change to Shared-Use;
 - 56 shared-use spaces would be found from yellow lines;
 - 70 permit holder spaces would be found from yellow lines;
 - Shared-Use spaces increase by a total of 195; and
 - Permit holder spaces increase by a total of 45.
21. In Zone 5 this would mean a net increase in the number of spaces available to permit holders of 240, taking the total spaces that permit holders have access to up to 1,010. Further work will be carried out to determine whether additional parking spaces can be found.

22. By applying a similar approach across Zones 1 to 8 of the CPZ, the overall aim of Shared-Use is to increase the space that permit holders can use, improving their chances of finding a space near to their homes. This will also improve the overall flexibility of parking provision so that it meets a variety of needs and redresses, where possible, the imbalance that exists between permit holders and the number of parking spaces to which they have access.
23. *A number of residents have commented that they would rather the Council did not remove existing areas of single yellow line, on the basis that these areas provide them with parking after the end of controls. It is further suggested that such areas are preferable to their replacement with parking places that might be used by any user.*
24. As is explained in the preceding paragraphs, the proposed approach is to provide additional spaces for permit holders, addressing the situation which repeatedly referred to by residents where there is insufficient space to accommodate them. Whilst it is true that residents can make use of yellow line areas outwith the hours of control, so may any other road user. By creating additional parking spaces, permit holders will be afforded an improved chance of finding a suitable parking space, without the potential need to move their vehicle before restrictions come into effect.
25. Shared-Use has proven to be extremely successful at providing flexible parking provision within the extended zones of the CPZ. The net result of this has been fewer complaints about parking provision, even in densely populated areas, and little need to continually alter the parking provision to meet changing needs.

Shared-Use Proposal

26. The proposal for Shared-Use parking is to:
 - Roll out shared-use parking on a wider scale across zones 1 through 8.

Visitor Permits

27. Visitor Permits give householders the opportunity to allow their visitors to park within permit holder or shared-use parking places within the zone in which the resident lives. Visitor Permits issued to a resident of Zone S1 would, for example, indicate that the permit was only valid in Zone S1.

28. Visitor Permit entitlements are shown in the following table:

		Zone	
		Extended Zones	Priority Parking Areas
		N1 to N5, S1 to S5	B1 to B9
Entitlement	Resident	150 permits (equating to 25 days)	30 permits (equating to 30 days)
	Blue Badge Holder	300 permits (equating to 50 days)	60 permits (equating to 60 days)

Note: Entitlements shown are per annum

29. Visitor permits can be purchased in books of 10, with each permit allowing the holder 90 minutes of parking. The cost of Visitor Permits is currently £6.00 per book. This equals an hourly rate of £0.40, which is significantly less when compared to pay-and-display.
30. Disabled badge holders are entitled to a double allocation of permits, with that allocation available to them at half the normal price.
31. *The consultation responses indicate that there is concern amongst residents that Visitor Permits will place additional strain on parking availability.*
32. Usage figures for Visitor Permits indicate that, despite current prices being equivalent to 33% of pay-and-display charges, uptake of Visitor Permits is relatively low.
33. The aim of Visitor Permits is to support accessibility and to allow residents further options when receiving visitors or tradesmen etc. The number of permits that may be issued to each household is in itself a control measure to ensure that such permits are used sparingly.
34. The potential impact on the ability of permit holders to park cannot be underestimated, which is why Visitor Permits are only now being considered. The increase in parking provision that will be delivered through the rollout of Shared-Use is the catalyst that allows Visitor Permits to be extended to Zones 1 to 8 of the CPZ.

35. Nevertheless, further consideration will be required in terms of how many permits should be issued to households in these zones, as well as their pricing structure. While Visitor Permits were always intended to be cheaper than pay-and-display, it is important that Visitor Permits be managed in a way that does not materially impact on the availability of parking to other users. In areas where there is higher pressure on parking the level of charge should be set so as to manage their use. A further report on a pricing strategy for permits will be submitted to a future meeting of this Committee.

Proposal for Visitor Permits

To extend availability of Visitor Permits to Zones 1 to 8 of the CPZ, to come into effect in conjunction with the rollout of shared-use parking.

Evening Controls

36. When the operating times of the CPZ were amended in 1998, the extension of controls to 1830 was designed to address parking pressures that had resulted from shops and other businesses extending their opening hours into the early evening. This additional period of control was introduced to protect permit holder parking, allowing resident permit holders returning home improved opportunities to find suitable parking near to their homes, and to provide for the management of the available space to the benefit of all users.
37. What began with late night shopping on a Thursday has evolved into a situation where many retailers remain open into the evening, throughout the week. Of the ten largest retail outlets in the city centre, eight are regularly open to customers beyond the current end of restrictions at 1830.
38. Our city centre is also home to restaurants, coffee shops, theatres, pubs and clubs that attract evening visitors.
39. The city centre is, however, also a place where people choose to live. Edinburgh has a thriving population within very close proximity of the busiest shopping, entertainment and dining areas. While it is important that the Council creates a situation that supports the city centre as a place to do business, to work and for recreation, it is equally important that the city centre remains a place where people want to live.
40. When the Council asked residents when they had difficulty parking, 73% of respondents indicated that they difficulty parking in the evenings. That response supported officers own observations from complaints received by letter, email or telephone; that residents across the CPZ returning home at, or after, the end of the controlled period, have difficulty in finding a suitable parking place near to their home.

41. Parking surveys conducted in preparation for the drafting of the PAP clearly showed high levels of demand in the evenings. Those surveys also showed that by the early hours of the morning parking demand had fallen by between 7% and 38% in the streets surveyed. While not every street was surveyed, the survey did cover a cross-section of streets across the CPZ, collecting data from both main routes and side streets as a means of determining levels of parking demand and an indication of how much non-residential demand exists after the end of the controlled period.
42. *In terms of the PAP consultation, it is evident that there is general opposition to the notion of evening controls. Much of that opposition is based on two main arguments:*
 - *That there is insufficient space to accommodate all residential parking; and*
 - *That the use of yellow lines as parking after the end of controls is often the only parking that is available to residents.*
43. A key element of the PAP is to increase the amount of parking provision available to residents through a wider rollout of shared-use parking places. The addition of a significant amount of parking space, in conjunction with the demand management that controlled parking brings, would provide the required, additional parking opportunities that residents would need. It is apparent from the consultation responses that there is a lack of understanding as to how the Council would provide enough parking for residents and that this may have resulted in the negative reaction to the proposal for evening controls.
44. Many existing yellow line restrictions, except those on main routes, would be transferred to either shared-use or permit holder parking. Consideration could also be given to creating additional parking opportunities on main routes themselves, although these could only operate outwith the peak hours so as to keep these vital arteries free of obstruction.
45. *There is also concern that evening restrictions could have a negative impact on the night-time economy of the city, impacting on businesses that rely on the custom of evening visitors.*
46. Parking restrictions are a traffic management tool that are used as a means of either preventing parking in locations where it is not safe or appropriate to park, or as a tool that helps to manage demand. With a finite amount of parking available and a range of competing demands placed upon that resource, it is evident that, at those times of highest demand, there is a need to manage how that space is used. That

management can help to improve accessibility, encouraging a higher turnover of space than occurs in an uncontrolled situation.

47. At present any visitor to the city centre who parks towards or after the end of the controlled hours, assuming that they have parked legally and paid the appropriate parking charge up to the end of controls, may leave their vehicle so parked without any penalty or incentive to vacate their space. Parking controls that operated into the evening would encourage visitors to both consider the need to bring their vehicle and how long a stay they require.
48. The introduction of parking controls does not mean that parking will be prevented. Where space allows, visitors to the city centre will still be able to park in the evenings, but their stay would be managed by the application of a parking charge. In line with the Council's LTS, parking charges are a means of encouraging users to consider their mode of transport travel by private vehicle. For those who need or choose to travel by car, the improved management of the available space would provide an improved opportunity to find a suitable parking place.
49. In view of the level of opposition to evening controls, it is considered that it would not be appropriate to propose a significant extension to the controlled hours.

Evening Parking Proposal

50. The evening parking proposal is to:
 - Extend parking controls in Zones 1 to 4 (where they currently end at 1830, Monday to Saturday) to end at 1900, seven days a week.

Consultation Responses – Weekend Parking Controls

51. The Controlled Parking Zone (CPZ) was first introduced in 1974 in response to increasing demand for space in the city centre.
52. The controls sought to keep traffic in the city centre moving, as well as managing the available parking space.
53. As parking demands have changed, so has the CPZ changed to meet those demands. New permits, different types of parking place and changes to the allocation of space have all sought to ensure that the CPZ provides parking opportunities for those who need them.
54. However, the most significant change to the CPZ was brought about by changes in the way that people use the city centre. When the CPZ was introduced in the 1970s the restrictions operated in Zones 1 to 4 on Saturday mornings only. This reflected the opening times of city centre businesses, when few opened throughout the weekend. Many

stores did not open at all on Sundays, with some only opening for a half day on Saturdays.

55. By the mid 1990s most city centre shops were open for longer hours and traffic flows on Saturdays were noted to be similar in volume to those during the normal working week. Inconsiderate parking was seen to be impeding traffic movement and residents of the city centre complained that they were unable to park near to their homes both in the evenings and on Saturday afternoons.
56. In 1998, in response to concerns that the lack of control was having a detrimental impact on the city centre, the Council took the decision to extend the hours of control in the central zones of the CPZ to 1830 on both weekdays and Saturdays, recognising the changing demands upon parking in the city centre.
57. A very similar scenario now exists in terms of the parking situation on Sundays. Sunday trading has increased to the point where the majority of the most popular retailers are now open for a significant proportion of the day. In effect, Sundays are now very similar in nature to Saturday in terms of how the city centre is used and visited.
58. Parking surveys conducted in preparation for the drafting of the PAP show that parking demand through the latter part of Sunday mornings but reaches peak levels in the afternoons. Those same surveys identify that in excess of 4,000 vehicles are parked on main traffic routes – vital arteries that are needed to move both public transport and general traffic into and out of the city.
59. The changes to retail and the rise of internet shopping means that many large businesses and their delivery companies now deliver goods across our city seven days a week, responding to a need to offer delivery services that match the expectations of their customers. There is, however, no provision made for deliveries on Sundays. On our busiest routes delivery companies must compete with visitors for space on single yellow lines that would, on any other day of the week, be clear of parked cars in order to provide loading opportunities.
60. In the city centre, the parking controls that operate during the other six days of the week, help to:
 - keep traffic moving on our main routes,
 - keep pedestrian crossing points free of parked vehicles;
 - prevent inconsiderate parking;
 - encourage a turnover of parking space;
 - allow permit holding residents to park near to their homes;

- support the use of public transport; and
 - create conditions that allows the operation of a reliable public transport service.
61. The consultation responses in regard to the extension of weekend parking controls clearly indicate that there is significant opposition. The arguments against such controls are wide-ranging. As an indication of the reasons for opposing weekend controls, the most common comments were that:
- there is no need for control;
 - at least one day a week should be free of controls;
 - controls would have a negative impact on residents and their visitors; and
 - controls would have a negative impact on churches and the social benefits that they bring to their immediate and wider community
62. The arguments that have been made against Sunday parking reflect valid concerns about the impact on those who live, work or visit our city. Even so, in considering the responses received it is vital to recognise that:
- parking controls already operate successfully on the other six days of the week;
 - effective management of parking is a strategic tool that supports transport policy, at a local and national level;
 - parking controls are an important mechanism in ensuring that Edinburgh is accessible for business and pleasure;
 - Edinburgh is home to diverse range of cultures and religions who worship on days and at times of day when controls already operate; and
 - rather than stopping activities from taking place, parking controls manage the use of space in order to improve accessibility, supporting the ability of users to undertake their chosen activity.
63. Taken in conjunction with the aims, objectives and policies contained within the LTS, the information gathered in the preparation of the PAP clearly shows a need for Sunday parking controls. There are also clear indications that parking controls would support the Council's aims of supporting more environmentally friendly methods of travel.
64. The Council has made a commitment to encourage walking, cycling and public transport, to promote measures that will improve air quality, to improve road safety for all users and to support the economic vitality

of the city centre. These objectives apply equally apply to all days of the week. Meeting these objectives necessitate treating Saturdays and Sundays no differently to other days of the week.

65. Many respondents have stated that Sunday controls are not viable because the bus service is not sufficient to provide a reasonable alternative to travelling by car. In this respect, the Council agrees: the key to Sunday parking controls is an improvement to both the number of bus services that operate on Sundays and their frequency.
66. Simply adding more bus services (or increasing the frequency of services), under the current Sunday restrictions, is not a complete solution. Without measures in place to protect bus stops or bus lanes, without providing public transport with the same levels of protection that they have during the week, the result of simply increasing services would be additional congestion, with no guarantee that public transport patronage would increase.
67. As is discussed in greater detail within the Options paper that accompanies this report, one option would be to introduce restrictions that operate only on main routes on Sundays. Doing so would support public transport objectives, but survey data already indicates that there are more than 4,000 vehicles which park on main roads on Sundays. Introducing restrictions that merely displaces that parking into the side streets would place significantly more pressure upon parking than exists at present, with no guarantee that public transport patronage would increase.
68. When the Council asked residents when they had most difficulty parking, 46% of those who responded indicated Sundays. Introducing measures that improve parking availability for residents is considered to be a key element of the PAP. Introducing measures that place further pressure upon the space available to residents cannot be seen as a viable solution.

Weekend Parking Proposal

69. A range of options were considered in the preparation of this report. Those options are discussed in greater detail within the Options paper appended to this report.
70. The recommended proposal for weekend parking is to:
- Introduce Sunday parking restrictions that operate between 13:00 and 19:00;
 - move part of Zone 7 into Zone 4, with the same hours and days of restriction as in Zone 4;

- extend restrictions on main traffic routes to operate on Sundays, between 13:00 and 19:00, throughout the CPZ, but without peak hour restrictions on loading and unloading.

Appendix 4: Changes to the Draft Plan

This paper outlines the main changes that have been made to the draft Parking Action Plan as a result of comments received during the public consultation.

	Issue	Response	Section
1	There were concerns that the marketing of parking opportunities in the city centre would be seen to be promoting private car travel.	Wording was changed to ensure that sustainable travel options (walking, cycling, P&R) would also be included and prioritised. Furthermore, previous evidence (Alive After 5) suggests that free parking was not a major factor in attracting people into town.	Action 1, p9.
2	Concern that shared use parking places would encourage commuters and leave less space for residents.	More detail was included on how shared use places operate and how the aim is to improve conditions for permit holders. An explanation was given on how other suggestions, such as amending zone boundaries do not solve all residents' problems.	Shared use section & Action 8, pp11-12.
3	Suggestion that parking controls and prices in Edinburgh are too high.	Details of Sunday controls and prices in other UK cities similar to Edinburgh, outside London, were included within Appendix 1 to the plan to offer a comparison. Excluding London Boroughs, Edinburgh has the second highest parking charge per hour.	New appendix, p26.
4	Improving enforcement of current regulations - Cllr Bagshaw motion.	A section on enforcement was added to describe ways in which operations could be enhanced. This includes discussing the use of CCTV with Scot Gov.	Enforcement section, pp13-4
5	Cashless parking/removing ticket machines will have a negative impact on those without mobile phones or bank accounts.	Research shows that 97% of Scotland's population has a bank account and 91% have a mobile phone. The introduction of the new £1 coin (expected Jan 17) will have a significant cost implication as machines will need to be upgraded. At a cost of £700 per unit with 1,200 machines, amending all the stock will cost approx £840K. Therefore, we will give urgent consideration to a significant reduction in ticket machine numbers to reduce potential costs.	Action 13, p16.
6	People want to know the Council's strategy on electric vehicle (EV) charging points and parking.	More details were provided on the EV charging point pilot in Marchmont/Sciennes and how the results of this will help to inform future policy.	Action 19, p18.
7	Claims that there are not enough disabled persons' parking places in the city centre.	Introduce a new action to identify key locations where disabled persons' parking places are required and review provision.	New Action 35a, p24.
8	Improve cycle parking in car parks.	Include a new action to work with developers to incorporate cycle parking in new facilities.	New Action 27a, p21.

	Issue	Response	Section
9	Charging for evening and weekend parking is a "money making scheme."	The financial impacts of the Sunday parking proposals have been taken into consideration, but there are significant and compelling; traffic management, environmental and health policy reasons that support the proposals.	On street parking, p10.
10	What will additional revenue be used for and will this improve transport facilities?	Section 55 of the RTRA requires the Council to spend parking revenue on enforcement costs first and then any surpluses on transport improvements, such as P&R, bus lane enforcement, cycle lanes or supported bus services.	On street parking, p10.
11	Outward commuting by Edinburgh residents is allowed but not for those coming into the centre by car.	The Council is balancing the parking needs of residents and other visitors to the city centre. The presence of both groups are vital to Edinburgh's future success, but need to be managed in order to keep the city moving and ensure that spaces are generally available throughout the day.	Action 7, p12.
12	No action to work with public transport providers to improve Sunday bus services.	Lothian Buses have indicated that they are supportive of parking restrictions which will increase demand for their services. They have also committed to continue discussions with CEC with a view on further changes to services to complement extensions to parking restrictions as and when they happen.	Action 6, p11.
13	Bus stop clearways are already not sufficient or enforced at weekends.	The Council will continue to identify bus stops where clearway markings are not present and introduce them.	Pub Trans & Accessibility, p23.
14	Charging for motorcycle parking and the use of cashless payments is not practical.	The investigation of parking charges for motorcycles will be investigated further as part of the parking pricing strategy and we will await the outcome of this review before any changes, if necessary, are recommended.	Action 21, p19.
15	The Council needs to show stronger support for new underground or off street car parks.	The Council will support new underground or off street car parks in the city centre to replace existing facilities or that allow a reduction in on-street parking provision.	Action 26, p21.

Appendix 5

Consultation Report

Contents:

- a) Draft Parking Action Plan Consultation
- b) Zone Map: Consultation Proposal
- c) Consultation Analysis
- d) Consultation Comments and the Council's Response
- e) Feedback from Drop-in sessions, Exhibitions,
Roadshows and Focus Groups

Appendix 5

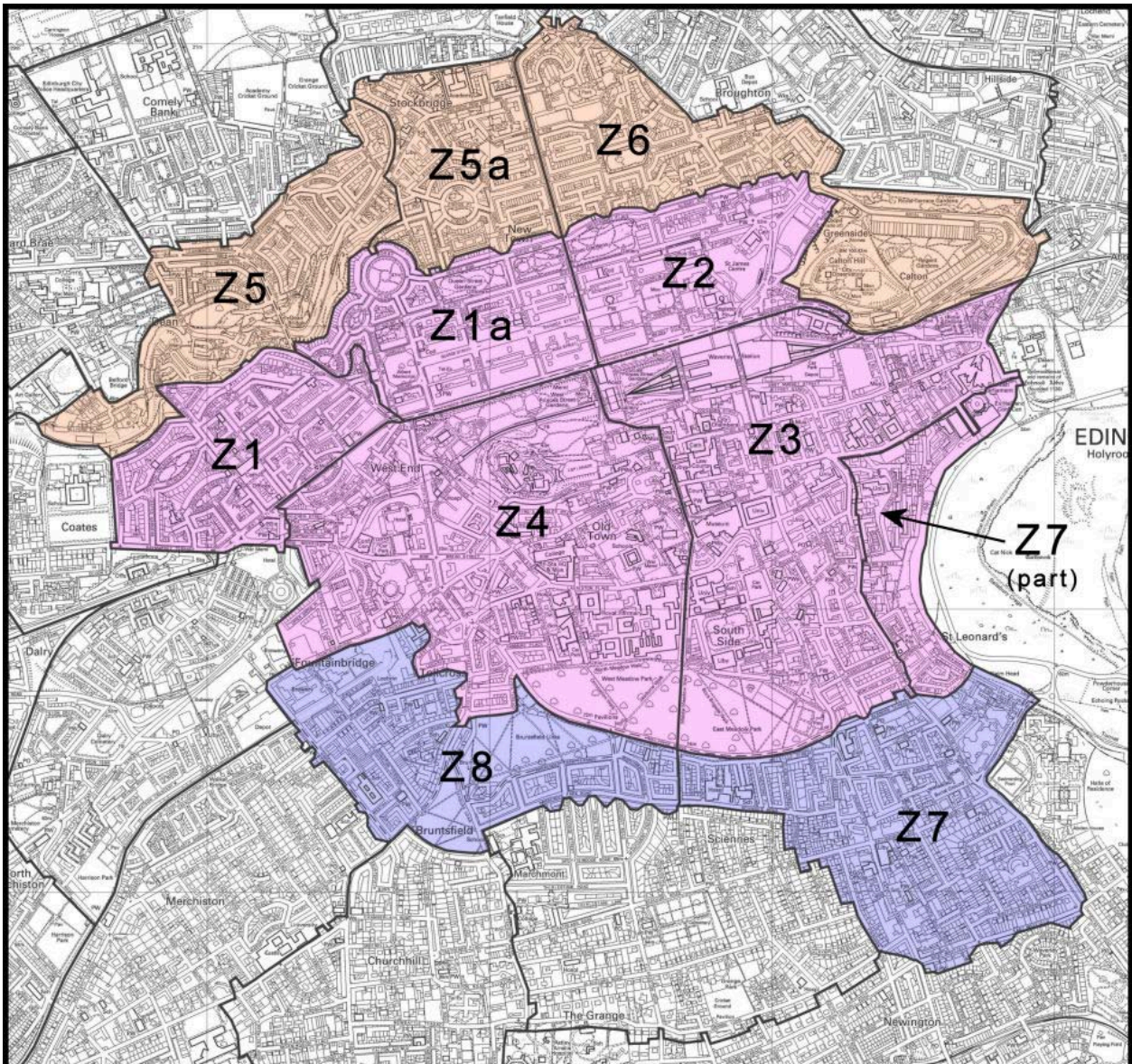
A - Draft Parking Action Plan Consultation

1. For the consultation on the content of the draft Parking Action Plan (PAP), the primary objective was to engage with as wide a range of stakeholders as possible. To do so, it the Council adopted a variety of consultation methods, designed to offer key stakeholders and other interested parties a range of routes by which they could inform the decision making process.
2. The consultation ran through October 2015 and involved the following consultation methods:
 - a) Information on the PAP and the consultation process on the Council's Consultation Hub;
 - b) A dedicated page on the Council's website;
 - c) A dedicated email address for feedback and questions;
 - d) A detailed questionnaire accessed through the Council's Consultation Hub;
 - e) An exhibition explaining the key elements of the PAP within George IV Bridge library;
 - f) Drop-in sessions at locations across the city;
 - g) A business drop-in held at the Roxburgh Hotel;
 - h) A Roadshow in St James Centre;
 - i) Display stands at:
 - a. Mela at Leith Links
 - b. Inverleith Festival of Walking & Cycling; and
 - j) A series of Focus Groups with key stakeholders.
3. As a result of the consultation process, the Council received feedback from over 4,000 individuals or organisations, with:
 - 3714 questionnaires completed
 - 138 emails received
 - 89 letters received
 - 100 visited drop-in events, roadshows or display stands
 - 80 attending focus groups


Further details of these Consultation streams, as well as information on both the number and content of the responses received, can be found later in this Appendix.

Appendix 5

b – Zone Map: Consultation Proposal



Key Proposals: Weekend/Evening parking, Shared Use & Visitor Permits

	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sun 08:30 - (18:30 - 21:30)*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	Mon - Sun 08:30 - (18:30 - 21:30)*	
	Mon - Fri 08:30 - 17:30	No change	

Notes:

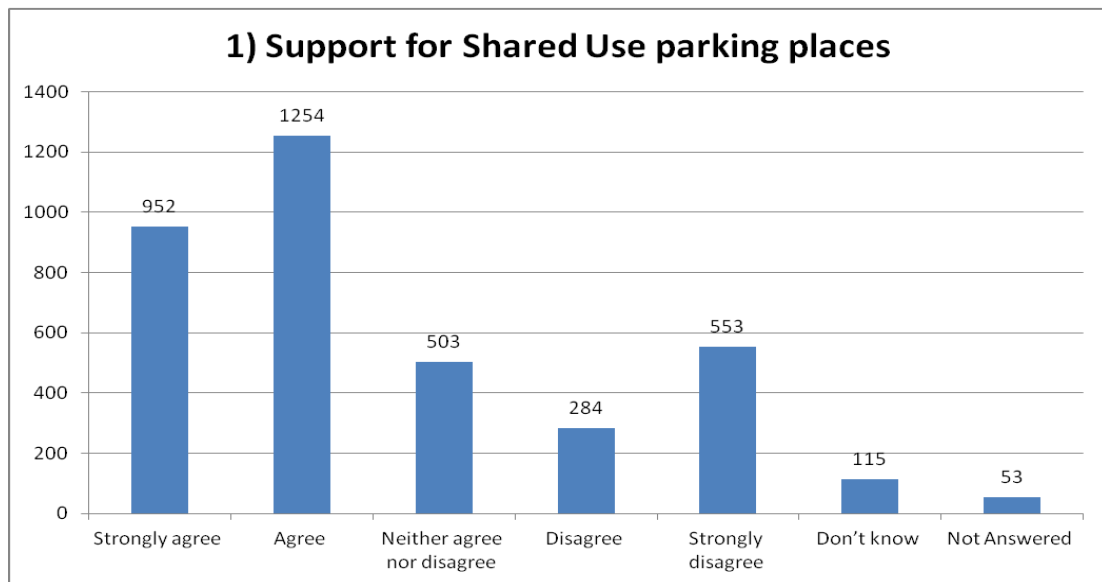
- 1) * The extent of any potential evening controls was subject to the consultation, with respondents being asked to indicate what time they thought controls should end.
- 2) Weekend controls on Main Traffic Routes may extend beyond the boundaries of zones 1 to 6
- 3) Existing controls in "Z7 (part)" operate M-F 08:30 to 17:30.

Appendix 5c - Consultation Analysis

These are the key results from the 3,714 online questionnaire responses.

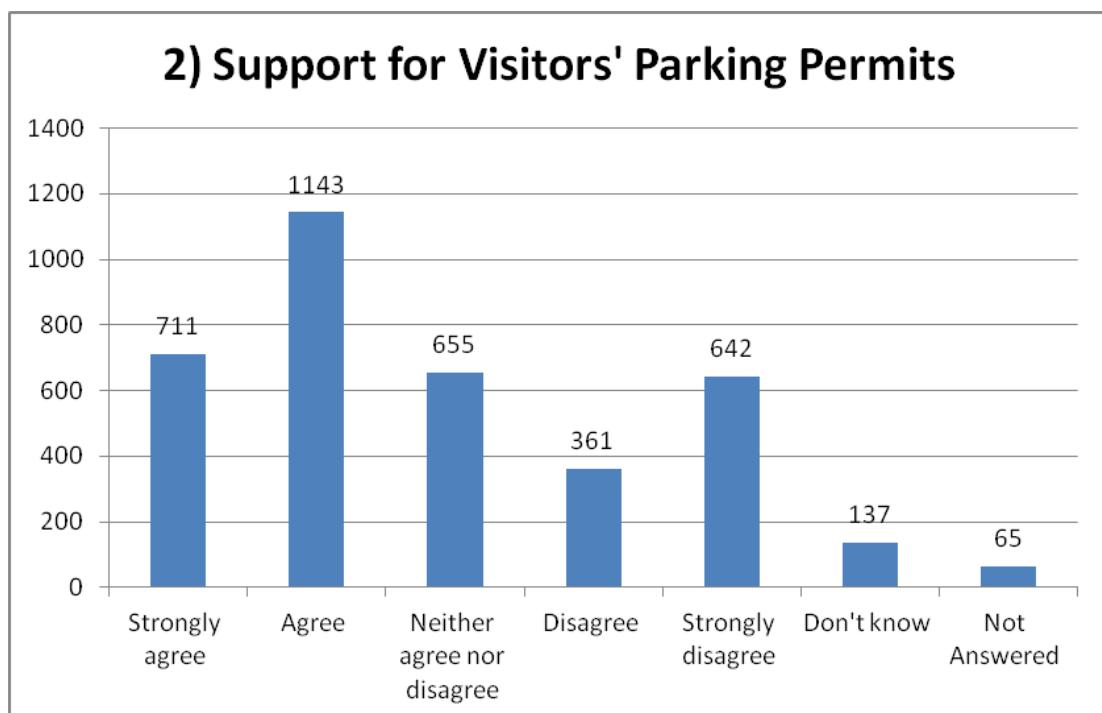
Shared Use

Nearly 60% of respondents agreed (33.8%) or strongly agreed (25.6%) with the introduction of shared use parking places.



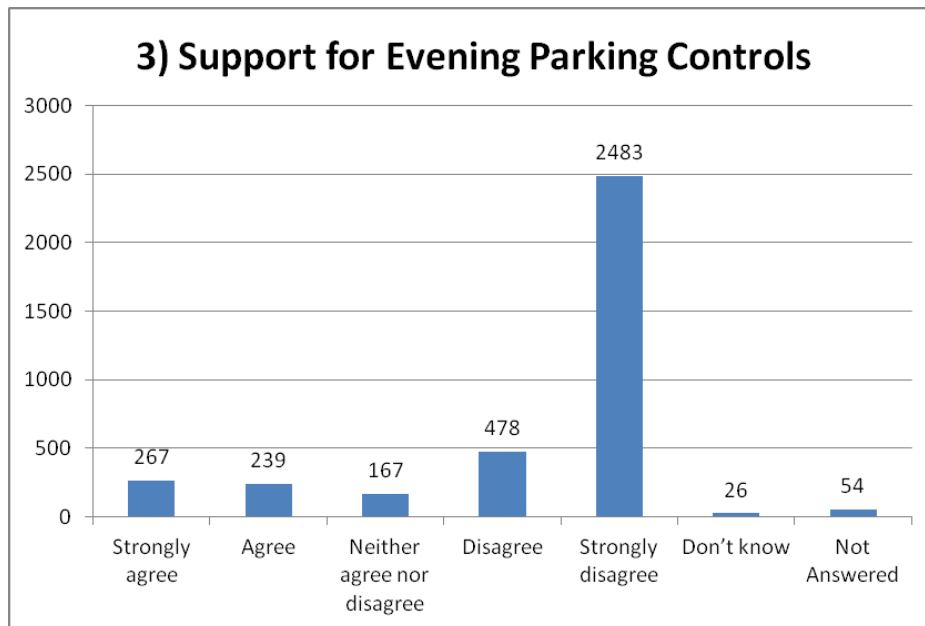
Visitor's Parking Permits

Nearly 50% of people agreed (30.8%) or strongly agreed (19.1%) with the introduction of visitors' parking permits in Zones 1-8.

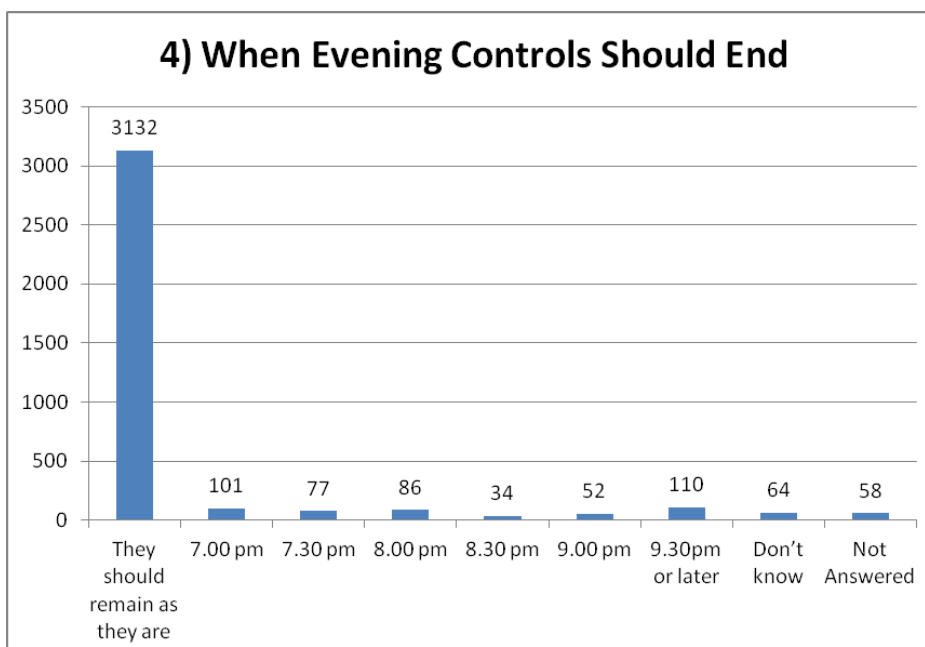


Evening Parking Restrictions

Almost 80% of respondents disagree (12.9%) or strongly disagree (66.9%) with the introduction of evening parking controls.



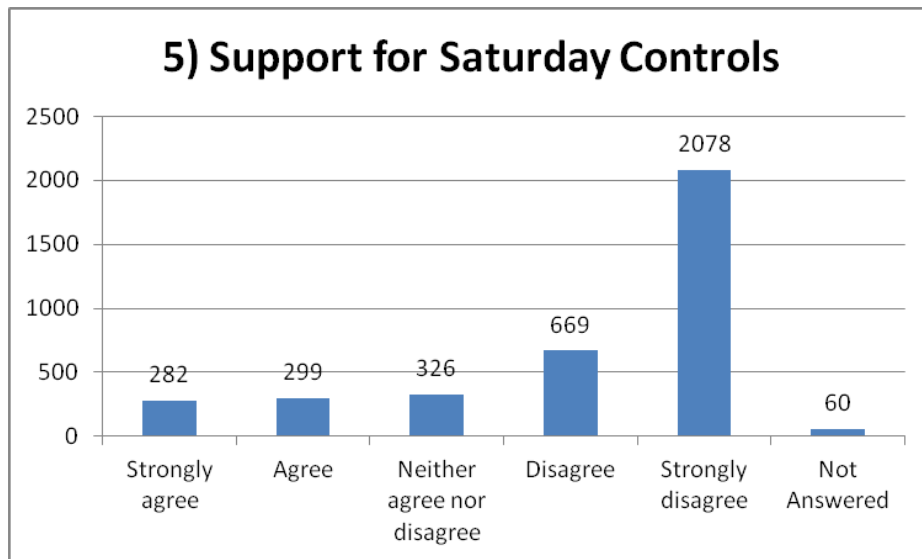
In addition, 84% of respondents said that they wanted the end of the controlled times to remain as they are. This figure is slightly higher than the result in the previous question, above, who disagree or strongly disagree with evening controls.



There is not another end time that has any significant level of support and while 9.30pm was indicated by the second largest group, this likely includes those residents who consider the controls should operate 24 hours a day.

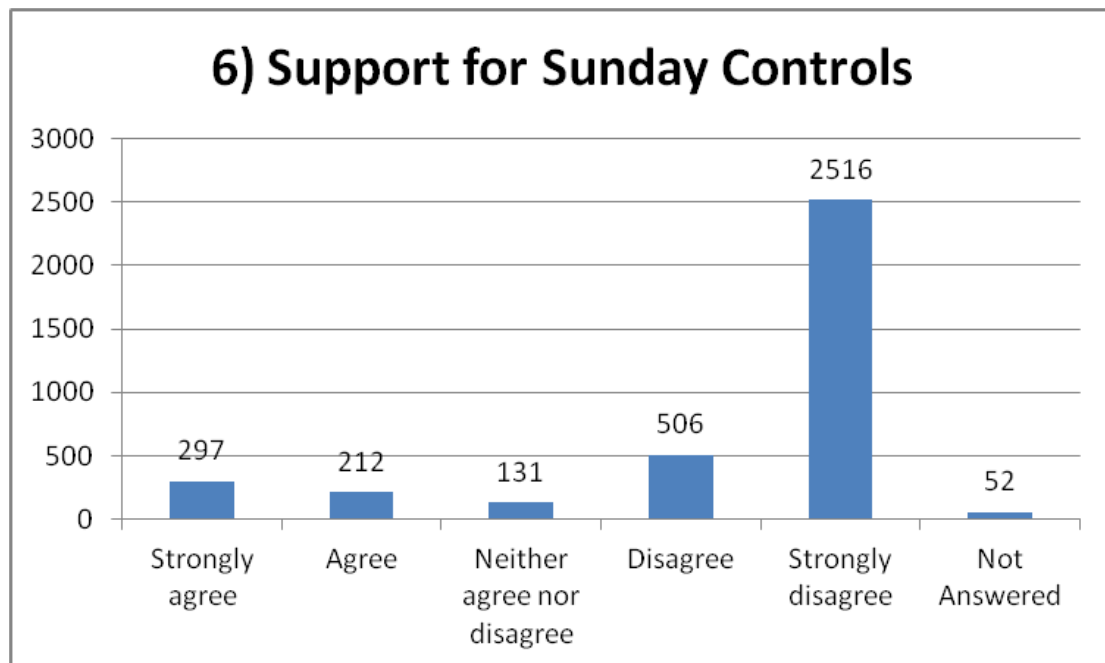
Saturday Parking – Zones 5, 5A, 6 and part of 7

74% of respondents disagree (18%) or strongly disagree (56%) with the proposed introduction of Saturday controls.



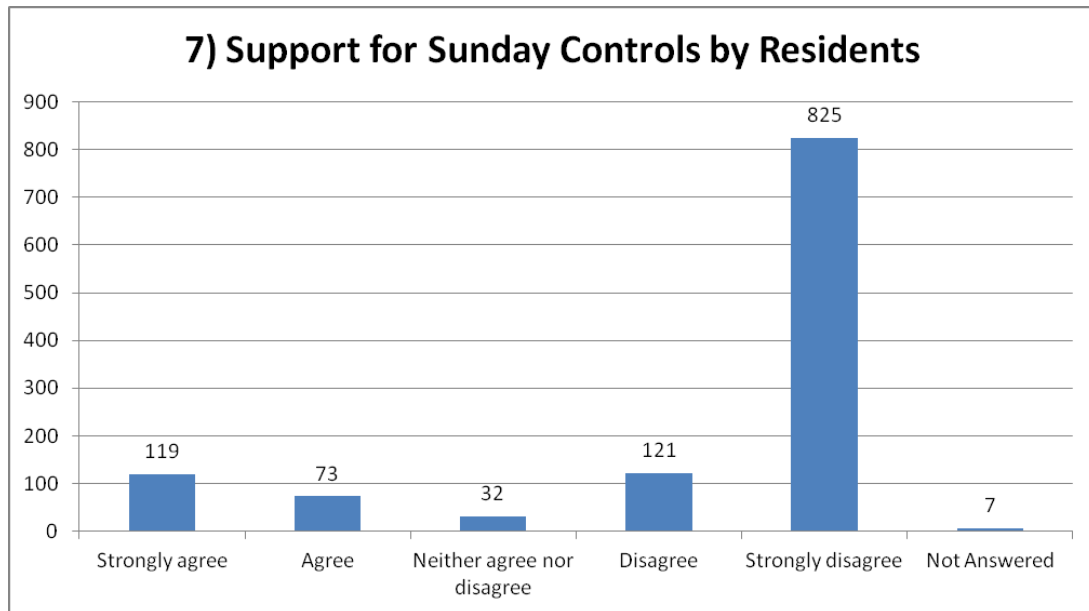
Sunday Parking – Zones 1 - 6 and part of 7

More than 81% of respondents disagree (13.6%) or strongly disagree (67.7%) with the introduction of Sunday parking controls.



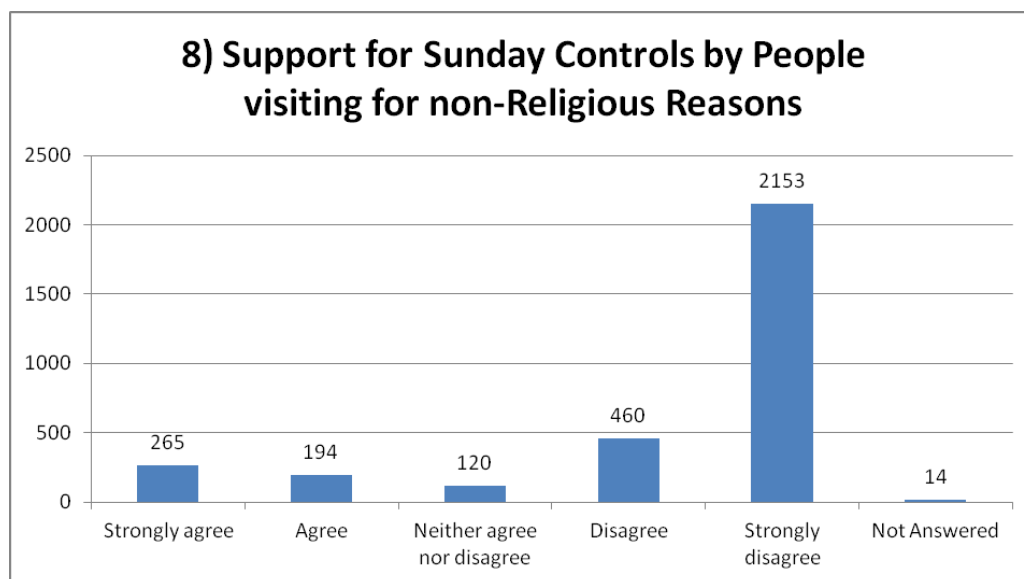
Sunday Parking – by Residents of Zones 1 - 6 and part of 7

Graph 7 represents the responses from residents who live within the area. The response is similar to the overall results, above, as over 80% of residents disagree (10.3%) or strongly disagree (70.1%) with the introduction of controls on Sundays.



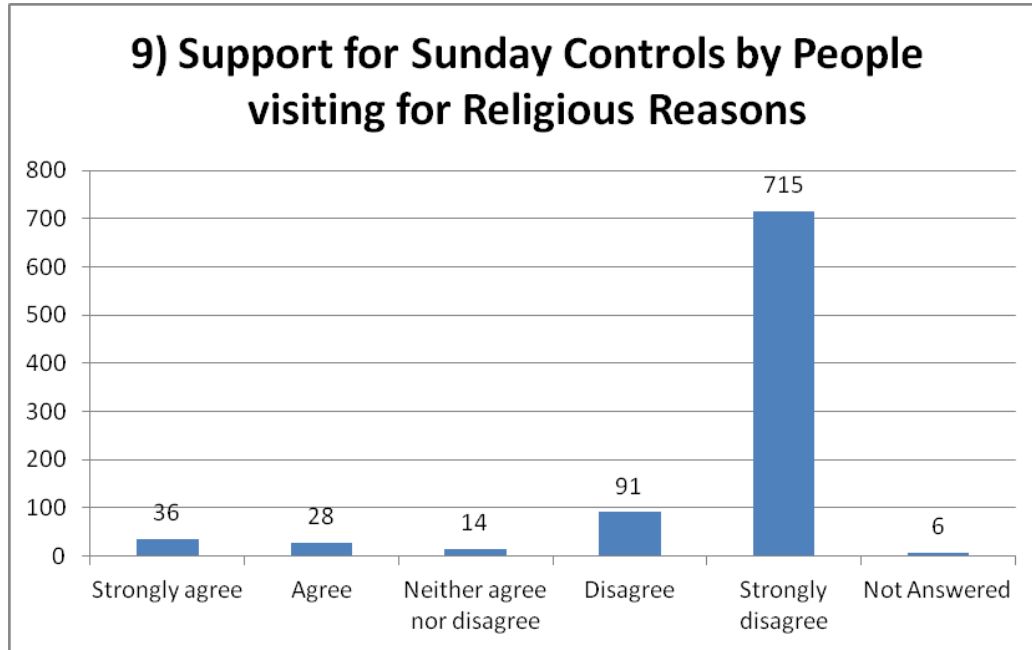
Sunday Parking – Non-Religious Visitors

The following graph indicates that for people travelling to the city centre on Sundays for non-religious reasons, 14.3% disagree and 67.2% of respondents strongly disagree with the introduction of parking controls.



Sunday Parking – Religious Visitors

Turning to people who travel to the city centre on Sundays for religious reasons, 10.2% disagree and 80.3% strongly disagree with the introduction of parking controls.



The above two graphs indicate that when the results are segmented into those travelling to the city centre for religious and non-religious purposes, the results are not significantly different.

Appendix 5

D – Consultation Comments and the Council’s Response

Questionnaire Responses

The online questionnaire that formed part of the Parking Action Plan (PAP) consultation was predominantly formed of multiple choice questions designed to allow respondents to impart their views on some of the plan’s key proposals.

However, within the online questionnaire were four opportunities for respondents to make general comments.

While there were just under four thousand individual questionnaire responses, analysis of the results showed that respondents had made over ten thousand individual comments in response to those four questions.

Email and Letter Responses

The Council also received a significant number of responses via email and written letter.

This Appendix details the most commonly made points for each of the four questions within the questionnaire and the main points made by those who either emailed or wrote to the Council.

A background paper to this report contains all of the responses that the Council received.

Question 3: Please tell us briefly if there are any other parking objectives that you feel we should be working towards?

1	Comments that proposals would have a negative impact on residents, or that there are too few spaces
2	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
3	Thinks that controls are being introduced for financial reasons
4	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
5	Comments that permits or parking are too expensive
6	Comments that focus should be on dealing with illegal parking
7	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
8	Thinks that parking on Sundays should remain free
9	Wants Council to build more car parks. Some responses indicate they find car parks too expensive. Others suggest more park and rides or that the Council should look at providing under ground parking
10	Thinks that public transport is inadequate or that buses are too expensive
11	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
12	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.
13	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
14	Questions decision making process, indicating that they believe that the decision on weekend/evening parking etc has been made or that the process of consultation is flawed

Question 9: What do you think about the proposed area for increased controls?

1	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
2	Thinks that controls are being introduced for financial reasons
3	Thinks that public transport is inadequate or that buses are too expensive
4	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
5	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
6	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.
7	Thinks that parking on Sundays should remain free
8	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
9	Does not want controls to extend into Zones 5, 5A or 6
10	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
11	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
12	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
13	Comments that permits or parking are too expensive.
14	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.

Question 12: What do you think about the area proposed for increased Sunday controls?

1	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
2	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
3	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
4	Thinks that controls are being introduced for financial reasons
5	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.
6	Thinks that parking on Sundays should remain free
7	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
8	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
9	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre
10	Thinks that public transport is inadequate or that buses are too expensive
11	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting
12	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
13	Concerned about the impact of Sunday/evening controls on quality of life for residents and their visitors
14	Opposes controls generally, but agrees that some restrictions such as yellow lines should be introduced to control parking in certain streets
15	Does not want controls to extend into Zones 5, 5A or 6
16	Concerns that weekend controls would have a negative impact on the running of Stockbridge market
17	Does not think that proposal for evening/weekend will meet policy objectives
18	Wants one day where they do not have to pay to travel into town
19	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
20	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.

Question 17: Please use the space below for any other comments you would like us to consider.

1	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
2	Thinks that controls are being introduced for financial reasons
3	Thinks that public transport is inadequate or that buses are too expensive
4	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
5	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.
6	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
7	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
8	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
9	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
10	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
11	Comments that permits or parking are too expensive.
12	States that proposals would have a negative impact upon, or deter access to social gatherings, events, restaurants, pubs etc
13	Thinks that proposals would have a negative Impact on Disabled People. Some comments suggest that the Council should do more to cut down on people who misuse blue badges or that there should be more disabled parking places
14	A range of comments suggesting that parking should be for the residents of this city, or that it is the residents who own the city /residents having control of their parking spaces
15	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.
16	Suggests that proposals would discriminate against people who travel by car on Sundays and/or people who attend Christian services
17	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre
18	States that they are concerned about the impact on transport of elderly etc if restrictions introduced
19	Refers to trams and wasting of Council funds, or to another aspect of the trams
20	Wants stricter enforcement of parking restrictions
21	Response indicates that they want Sunday controls
22	Suggests that the Council should concentrate on fixing the roads

23	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
24	Comments regards charging regime, some suggesting that it should be cheaper on Sunday
25	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.
26	Comments that alternatives should be found to charging. Also suggests improving awareness of parking rules, or suggests that the Council should look at different ideas for new ways to help manage parking
27	Thinks shared-use would be of great benefit
28	Comments that focus should be on dealing with illegal parking
29	Thinks that parking on Sundays should remain free
30	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting
31	Believes that traffic problems are the Councils fault, that cycle lanes and bus lanes cause congestion and that such schemes are giving the council a bad image

Responses by email and letter

The following information reflects the most common comments received by email or by letter:

1	Concern that the proposals will negatively impact on Churches
2	Concern that proposals would create problems for elderly people if they are unable to get a lift to church
3	Impact on Societies/other events
4	Concerns regards the impact on the range of events hosted by churches
5	Imposing restrictions on freedom of people attending worship
6	Poor public transport on Sundays
7	States that people travel long distances to attend church
8	Future of church is in jeopardy if proposals proceed.
9	Proposals will simply create problems for residents
10	Difficult to reach church due to steep inclines
11	See themselves as a business to raise money during the week to maintain a Christian presence
12	Economic Impact on City
13	Thinks that proposals are a money making exercise
14	States that there is a lack of evidence of need for additional controls
15	Concerned that there are too few permit spaces
16	Impact on those visiting the city centre, or visiting residents
17	States that there are never any permits spaces in evenings
18	Thinks that restrictions will stop volunteers from helping out
19	Parking permits are oversubscribed
20	Changes will not help trade or visitors.

The Council's Response

The responses to each of the four questions detailed above, as well as the email and letter responses have been collated into a single list of the main points raised by respondents. Those points are shown in the table shown on the following pages, along with the Council's response to the issues raised.

No	Comment	Response
1	Comments regards charging regime, some suggesting that it should be cheaper on Sunday	If Sunday controls are introduced, then it is likely that charges will be set at the same level as other days. However, we are already monitoring parking usage with a view to being able to amend parking charges to suit demand. It is entirely possible that, depending on demand levels, some parking charges could reduce as a result of this process.
2	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.	In response to the consultation, the Council has decided to reduce the area where Sunday parking restrictions are proposed. The Council is proposing to monitor zones 5, 5a and 6 if Sunday controls are introduced in Zones 1 to 4.
3	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.	It is evident from survey information that there are significant numbers of vehicles that park on main routes on Sundays. There is also evidence from the consultation that many people believe that Sunday bus services could be improved. Unfortunately, bus services will only improve if we can provide public transport with the ability to operate effectively and quickly within the city centre. Introducing Sunday parking restrictions, and freeing space on our main routes, is the catalyst that will drive public transport growth and assist the Council in meeting its policy objectives.
4	States that there is a lack of evidence of need for additional controls	It is evident from survey information that there are significant numbers of vehicles that park on main routes on Sundays. There is also evidence from the consultation that many people believe that Sunday bus services could be improved. Unfortunately, bus services will only improve if we can provide public transport with the ability to operate effectively and quickly within the city centre. Introducing Sunday parking restrictions, and freeing space on our main routes, is the catalyst that will drive public transport growth and assist the Council in meeting its policy objectives.

5	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting	Many thousands of people visit our city centre on a daily basis. The vast majority travel by means other than private vehicle. There is no reason to believe that the same would not be true on Sundays. Sunday restrictions can help to provide a basis for increased bus services and encourage more people to use public transport.
6	Response indicates that they want Sunday controls	Noted. There is evidence that Sundays are much busier than before and that action is required to bring about the same changes in transport use that occur during the remainder of the week.
7	Suggests that the Council should concentrate on fixing the roads	Obviously, maintenance of the road network is a very high priority for the Council, but management of how that network is used and how that management supports both Council policies and national legislation is also of key importance.
8	Comments that proposals would have a negative impact on residents, or that there are too few spaces	One of the main aims of the Parking Action Plan is to help residents. This will be achieved by improving the overall availability of space for permit holders and by protecting parking from other users on Sundays.
9	Proposals will simply create problems for residents	One of the main aims of the Parking Action Plan is to help residents. This will be achieved by improving the overall availability of space for permit holders and by protecting parking from other users on Sundays.
10	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.	Paid parking is a demand management tool. Payment of a charge provides a disincentive to park for longer than is required, allowing more people access to the same space during the course of the controlled hours. The Council is proposing to look at parking charges with a view to changing charges depending on demand.
11	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.	Parking restrictions operate 6 days a week in the city centre, with little evidence to suggest that those restrictions have a negative impact on businesses. The numbers of people who travel into the city centre by car are minimal when compared to those who walk or cycle or use any form of public transport. Parking restrictions make it easier for businesses to receive deliveries and keep routes clear of parking so as to allow a free flow of traffic that makes the city centre more accessible.
12	Economic Impact on City	

13	Thinks that public transport is inadequate or that buses are too expensive	Public Transport in Edinburgh is consistently considered among the best in the UK, with Lothian Buses winning many awards for the service that they provide. Independent satisfaction surveys show that there is an extremely high level of satisfaction with public transport in Edinburgh.
14	A range of comments suggesting that parking should be for the residents of this city, or that it is the residents who own the city /residents having control of their parking spaces	Residents are important to our city centre, a fact that is recognised in the Parking Action Plan by proposals to protect residents and improve the availability of parking through the introduction of shared-use.
15	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.	Shared Use will deliver additional spaces for residents with the aim of improving the ability of permit holders to park near to their homes.
16	Thinks that parking on Sundays should remain free	Since the Council will incur costs for enforcing any extended restrictions, a revenue stream that would cover those costs is a necessity.
17	Impact on those visiting the city centre, or visiting residents	Sunday parking controls would create an improved environment for visitors, managing space so that it could be more accessible, providing visitor permits to residents and by improvements to public transport that make it easier to access the city centre
18	Concerned about the impact of Sunday/evening controls on quality of life for residents and their visitors	The aim of the Parking Action Plan is to improve the quality of life for residents, not only by protecting permit space during additional times when that parking is currently free to all to use, but also by introducing visitor permits and by adding extra space that will be available to permit holders.
19	Comments that permits or parking are too expensive	The Council currently subsidises the controlled parking scheme by approximately 60%, which means that the cost of enforcing the permit scheme remains significantly higher than the costs that are passed onto permit holders by way of permit charges.

20	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.	The Council has made an increased commitment to cycling, with 8% of our Transport budget allocated to schemes that will support cycling as an alternative to the car.
21	Wants stricter enforcement of parking restrictions	The Council has to carefully balance the enforcement it provides with the costs incurred for that service. Obviously, effective enforcement of restrictions is essential for keeping traffic moving, managing the use of parking places and keeping junctions and crossing points clear of obstructive parking. The Council is committed to continual improvements in the enforcement service in order to meet objectives and to support Council policies.
22	Poor public transport on Sundays	The Council is committed to work with Lothian Buses in order to bring about service improvements on Sundays that would encourage increased bus patronage.
23	Wants one day where they do not have to pay to travel into town	The Council understands that people would prefer to not have to pay to park. Paid parking is, however, an effective demand management tool that encourages a turnover of space.
24	Believes that traffic problems are the Council's fault, that cycle lanes and bus lanes cause congestion and that such schemes are giving the council a bad image	The Council's policies are designed to encourage more sustainable alternatives to the private car. Bringing about major shifts in the modes of transport that people use is not easy, but improving facilities for cyclists and public transport is a key part of the Council's strategy.
25	Questions decision making process, indicating that they believe that the decision on weekend/evening parking etc has been made or that the process of consultation is flawed	The final decision on the Parking Action Plan will be taken by Committee. It has already been recommended, in view of the consultation responses, that evening parking should be restricted to a limited extension and that plans to introduce weekend controls to zones 5, 5a and 6 have been shelved. This should provide evidence that the Council responds to consultation results and that the process is designed to both reflect Council policy and take note of public opinion.

26	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on.	The evidence does not support this statement, showing that main routes are busy with parked cars and that key streets in the city centre are also extremely busy.
27	Impact on Societies/other events	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.
28	States that proposals would have a negative impact upon, or deter access to social gatherings, events, restaurants, pubs etc	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.

29	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.
30	Concerns that weekend controls would have a negative impact on the running of Stockbridge market	The proposals for Zones 5, 5a and 6 have been shelved, with the Council proposing to monitor those zones if Sunday controls are introduced in Zones 1 to 4. It is worth noting that special arrangements for stall holders have been in place for many years for the Castle Terrace market, which operates successfully when parking controls are in effect.
31	Refers to trams and wasting of Council funds, or to another aspect of the trams	The proposals in the Parking Action Plan are entirely separate to Tram.
32	Does not think that proposal for evening/weekend will meet policy objectives	The proposals in the Parking Action Plan have been identified as being part of the Council's overall strategy to meet the objectives contained within the Local Transport Strategy. Combined with improvements to bus services, cycling facilities and making our streets safer for pedestrians, there is significant potential for these proposals to help the Council meet its policy objectives.
33	Thinks that proposals would have a negative Impact on Disabled People. Some comments suggest that the Council should do more to cut down on people who misuse blue badges or that there should be more disabled parking places	The proposals would create more parking opportunities for blue badge holders by managing parking on Sundays. That management would create space in both parking places and on yellow lines that might otherwise be taken up by other parking.

34	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.	The vast majority of trips into the city centre are made by means other than car. Nonetheless, introducing restrictions will actually improve accessibility, making it easier to drive into the city centre and improving the likelihood of being able to find a parking space. It is, however, anticipated that more trips on Sundays will be made by public transport.
35	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.	There are a range of options that might be available to encourage more people to use public transport. We will be working with operators to deliver improved services, and it is possible that those discussions will involve this type of suggestion.
36	Wants Council to build more car parks. Some responses indicate they find car parks too expensive. Others suggest more park and rides or that the Council should look at providing under ground parking	There are limited options available to provide more off-street car parks within the city centre. The Council is committed to work with operators and developers to identify opportunities for improved facilities, but the emphasis in terms of transport policy is that of encouraging more sustainable travel.
37	Comments that focus should be on dealing with illegal parking	There is evidence to show that compliance with parking restrictions has improved, which indicates that the approach taken by the Council has been effective at managing illegal parking. There is still room for improvement.
38	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre	There is potential for some parking to migrate, which is why the Council has given a commitment to monitor the parking around the edges of the CPZ. This will allow the Council to determine whether further work is required.
39	Concerned that there are too few permit spaces	This concern will be addressed by the introduction of shared-use parking, creating many more spaces that residents with permits will have access to.
40	Does not want controls to extend into Zones 5, 5A or 6	This proposal has been removed from the current proposal. The Council proposing to monitor those zones if Sunday controls are introduced in Zones 1 to 4.

41	Parking permits are oversubscribed	True, which is why the Council is proposing shared-use as part of the Parking Action Plan as a means of redressing the current imbalance between spaces and permits.
42	Comments that alternatives should be found to charging. Also suggests improving awareness of parking rules, or suggests that the Council should look at different ideas for new ways to help manage parking	Unfortunately, parking management relies heavily on the disincentive of having to pay for parking. While it is entirely possible that reliable non-charging systems will emerge as technology advances, there remains a cost involved in running the parking operation. Charging for parking means that those who use the parking places are those who pay for the operation.
43	Opposes controls generally, but agrees that some restrictions such as yellow lines should be introduced to control parking in certain streets	Unfortunately, yellow lines alone would not provide the demand management that is necessary to provide accessibility to parking provision.
44	States that there are never any permits spaces in evenings	While the response to the consultation showed little support for evening controls, the Council is aware that there are parking pressures at this time. Consequently, the proposal for evening controls is for a minor extension, but with a commitment to monitor the impact of that change, in conjunction with the rollout of shared use parking.
45	Thinks shared-use would be of great benefit	We believe that shared use has the potential to deliver benefits to residents. The evidence of shared use in the extended zones of the CPZ suggests that this approach provides sufficient flexibility to offer improved parking opportunities for all users.
46	Changes will not help trade or visitors.	We have a thriving city centre that continues to draw significant investment for ongoing redevelopment. That investment is further evidence of Edinburgh's status as a shopping and tourist destination. Parking controls are designed to help support visitors to our city by ensuring that those who wish to travel by car have the opportunity to park and to enable businesses to receive deliveries quickly and efficiently.

47	Thinks that controls are being introduced for financial reasons	While the operation of parking controls on Sundays would lead to an increase in parking income to the Council, that income will primarily be used to offset the additional operational costs associated with enforcing those restrictions. If there is additional income, then this must be used, as is set down in national legislation, for transport improvements. Although increased revenue is not the primary aim of extending controls, a revenue stream is essential to the success of those controls.
48	Concern that the proposals will negatively impact on Churches	Throughout the year, Edinburgh play host to a variety of events that take place at various times of the day and on different days of the week. Parking controls, in conjunction with increased bus services, would improve accessibility and create additional transport options for all city centre visitors, regardless of their reasons for visiting.
49	Concerns regards the impact on the range of events hosted by churches	
50	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising	The system of parking restrictions that operates in the city centre on the other six days of the week helps to support the various businesses and events who operate in that area. By managing parking and by keeping our main routes free of parking, the Council ensures that traffic can move freely and that there is a level of accessibility that can cater for all those who wish to visit by car. This approach also supports public transport use by creating conditions that allow a reliable and effective public transport service to operate. If the Council can bring about a similar change to Sundays, by creating those same conditions, then there is no reason why the activities described could not continue to be enjoyed by all those who wish to visit the city centre.
51	Future of church is in jeopardy if proposals proceed.	
52	Thinks that restrictions will stop volunteers from helping out	
53	Imposing restrictions on freedom of people attending worship	There would be no impact on the freedom of any individuals to attend events or services of their choice. Sunday parking controls would simply apply the same demand management that applies on other days of the week. Parking controls do not discriminate, since they treat all users equally and provide

54	Suggests that proposals would discriminate against people who travel by car on Sundays and/or people who attend Christian services	parking opportunities, subject to certain conditions, to all users.
55	See themselves as a business to raise money during the week to maintain a Christian presence	Parking controls effectively support businesses by managing parking demand and by creating parking opportunities that might not otherwise exist.
56	States that people travel long distances to attend church	A key part of rolling out some of the key elements of the Parking Action Plan would be to highlight alternatives to the private vehicle as a means of travel, as well as bringing about changes to public transport that would support all journeys into the city centre. The Council will work with public transport operators to find ways to support such changes.
57	States that they are concerned about the impact on transport of elderly etc if restrictions introduced	The controlled parking scheme contains within many different opportunities that support accessibility. There are blanket allowances for blue badge holders, as well as allowances for setting down or picking up of passengers. Extending controls to Sundays would also provide additional opportunities over and above the current situation by preventing parking in many locations where it would then be possible to set down or pick up. It would also be anticipated that there would be additional parking opportunities created by managing the available space.
58	Concern that proposals would create problems for elderly people if they are unable to get a lift to church	
59	Difficult to reach church due to steep inclines	

Appendix 5e: Feedback from Drop-In Sessions, Exhibitions, Roadshows and Focus Groups

As part of the public consultation for the Parking Action Plan a number of events and displays were arranged to raise awareness and provide an opportunity for people to ask questions about the proposals. These included; five community drop-in events, three display stands, one exhibition display, one business drop-in event and a road show display.

The activities were arranged at various locations and times throughout the city to allow as many people as possible to attend. The table below indicates the various public events that were arranged.

Table 1: PAP Public Events

Event	Type	Date(s)	Venue	Time
Mela	Display stand	29-30 August	Leith Links	-
Inverleith Festival of Walking and Cycling	Display stand	13 September	Inverleith Park	-
Central Library Exhibition	Exhibition	21-30 September	Central Library Foyer	All day
September Festival	Display Stand	26 September	Broughton High School	-
Central Area	Community Drop-in	28 September	City Chambers	2-5pm
East Area	Community Drop-in	29 September	Portobello Library	3-5pm
South Area	Community Drop-in	30 September	Morningside Library	11am-1pm
Central Area	Business Drop-in	5 October	Roxburghe Hotel	11.30am-2.30pm
West Area	Community Drop-in	6 October	Drumbrae Hub	11am-1pm
North Area	Community Drop-in	12 October	Stockbridge library	5-7pm
St James Centre Display	Road Show	15 October	St James Centre	9.30am-12pm

The public events engaged with at least 100 people and the presence of display stands and information materials raised the awareness of the proposals among countless more people.

Organisations

There were twenty organisations or groups that attended the public events to further discuss the proposals and they are listed below:

- Bristo Baptist Church

- Church of Scotland
- City Car Club
- Colinton Community Council
- Corstorphine Community Council
- Drumbrae Community Council
- Essential Edinburgh
- George Street Association
- Hamilton & Inches
- King's and Festival Theatres
- New Town and Broughton Community Council
- Resident/Business on Castle Street
- Road Haulage Association
- Royal Botanic Gardens
- Royal Lyceum Theatre
- St Augustine's Church, George IV Bridge.
- St Columbus by Castle Church
- Stockbridge Community Council
- Stockbridge Market Traders
- West End Bid

Feedback

A summary of the comments received during the public events are available below:

- General opposition to Sunday parking proposals
- Concerns about the impact of parking charges on city centre businesses
- Vehicles parking on pavements was a problem
- Churches are concerned about the impact of evening controls on groups and meetings they host and on worshippers attending Sunday services
- Desire to improve loading opportunities in the city
- Concern about the possible impact on Stockbridge Market and asked the Council to offer concessions to stall holders
- Concerns about residents not being able to park in evenings and weekends
- People wanted more information on costs, expected revenue and what this money would be spent on
- Concern from theatres that customers may stop coming and if so financial support from the Council may have to increase to cover this lost revenue
- Possible negative impact on evening economy, for instance on restaurants
- Evenings and weekend controls would not address times when congestion and pollution are highest, so vary charges at peak and off-peak times
- Run free Park and Ride bus services on the first controlled Sunday to convince people to still come into town.

Focus Groups

This report summarises the views of stakeholders on the PAP proposals to change parking controls in zones 1-6. Qualitative feedback was collected from 10 groups and included: clergy and church officials; congregations; residents from Zones 1-6 and 7-8; businesses; visitors; community councils; and people with disabilities. Around 80 individuals attended between 21 Oct and 17 Nov 2015.

- Most stakeholders agreed that Edinburgh can be a difficult place to navigate and parking could be a challenge within popular areas at certain times.
- However, few considered that the PAP proposals were the appropriate solutions to these problems and many felt they could cause further difficulty when parking and damage trade.
- Cyclists agreed that reducing traffic volumes and emissions would be helpful, but they along with pedestrians and public transport users felt that the proposals were excessive in relation to the scale of 'problems' caused by 'legitimate' on-street parking (i.e. on single yellow lines rather than at junctions).
- Car drivers, including residents, opposed controlling single yellow lines as they thought there would be a significant reduction in the amount of parking available, with no alternative provision being made.
- Many thought the rationale for Sunday and evening parking controls lacked credibility and did not see congestion or road safety issues being a result of legitimate on-street parking, suggesting other means to address problems such as; better enforcement or management of roadworks.
- Problems were not city wide and more local solutions (Picardy Place roundabout or Old Town) were needed. Many concluded that the city wide approach was linked to revenue generation.
- Stakeholders indicated that they were unclear as to the Council's vision for the city and to what extent the PAP contributing to this.
- People were dissatisfied with the perceived lack of consultation regarding the proposals.
- Across the 10 groups, support for additional residents' controls was limited to 3 or 4 people and the vast majority clearly objected to the proposals.

- More work is needed to clarify, evidence and communicate the need for extra controls, plus also explain the limits of the Council's powers regarding traffic regulations.

In conclusion, there was little support for the proposals and many people did not consider that 'legitimate' parking caused congestion or road safety problems. Additionally, residents' felt there would be less space for them to park. Others suggested local solutions, better enforcement or traffic management as more appropriate responses. Essentially, people thought the Council should do more to tackle 'incorrect' parking rather than extend controls on 'legitimate' on-street parking places (i.e. single yellow lines).

Group	Key responses from group	Position
Clergy and church officials (1 group)	Negative impact on attendance from gathered congregations. Older people or families who need to use a car (no public transport alternative). Other community activities use buildings, 7 days a week and evenings. Concerned about weakened contribution to civic and social life of city.	Do not support Sunday or evening controls and wants current situation to remain.
Church congregations (2 groups)	Similar to above, plus concerns about future maintenance of church buildings. Much of their good work would be put at risk if parking proposals were taken forward	Do not support Sunday or evening controls and wants current situation to remain.
Businesses (1 group)	Burden on small and medium businesses by restricting access for customers by car. Sundays allow customers who may find travelling difficult, to come by car. Shopping for larger items can be collected by car. Controls prevent browsing or relaxed approach to shopping. Negative effect on night-time economy (restaurants, cinemas, etc) by introducing barriers i.e. costs.	Do not support Sunday or evening controls and wants current situation to remain.
Residents with cars in zones 1-6	Penalize residents who have cars. Exacerbate more permits than spaces, by removing residents' use of single yellow lines. No alternative parking, aside from 'shared use' which is seen as disadvantage. Need to protect permit spaces during the day, or new ways to add residents parking. Visitors' permits may disadvantage residents and introduce a charge on visitors, when parking was free.	In general, do not support new Sunday or evening controls, but may favour proposals if they improve situation in their area.
Residents with cars in zones 7-8	Proposals may make; zones more congested, parking difficult for residents with and without permits, increased traffic and congestion. Review Sunday bus services before introducing controls. Examine a P&R in Southside. Include 7 & 8 within the proposals to protect residents' spaces.	In general, do not support Sunday or evening controls. But could make cycling easier.
Cyclists, bus users and pedestrians in 1-8 and visitors	Cyclists support actions that reduce traffic volume and parking in cycle lanes. Bus users agreed proposals could help traffic flow and reduce journey times. Pedestrians unsure what the difference would be for them. In general, Non-car users did not feel the proposals would make much difference for them but some said the proposals seemed severe relative to problems on Sundays and evenings.	Generally, a neutral stance or support for the status quo was taken by non-car users.

Group	Key responses from group	Position
Visitors (2 focus groups)	Most of the group use cars to get into town and are concerned about where they will park in evening or Sundays. Negative impact on; night time economy, shopping and galleries, etc. Many visitors, especially those living outside the city centre, said they would still use their cars and go elsewhere where parking is free, e.g. Fort Kinnaird. Some would struggle to travel to and from Edinburgh in evenings or weekends due to poor bus services and others worried about personal safety.	In general, would not support Sunday or evening controls. Some cyclists did welcome reduced traffic volumes.
Community Councils (only 3 of 6 attended)	Parking was the CC's main concern, but different in each area. Three distinct positions taken: (1) should not happen as parking issues do not apply locally; (2) prefer a wait and see approach before controls are extended into the local area; (3) controls are desperately needed to tackle local resident parking problems. Concern over the workability of shared use parking which depended on local patterns of permit use. Cautiously welcomed visitors' permits so long as these did not negatively impact residents. Changes to the zones would need to be accompanied by improvements to public transport.	A different position taken by each CC. One may support, one would not and the third would adopt a 'wait and see' approach.
People with disabilities and volunteer drivers	The issues they are concerned about has little to do with legitimate on-street parking and more on tackling parking on double yellow lines, at crossings and on pavements. Little suggestion that bus journeys are worse on Sundays. Drivers concerned about ability to park close to homes if single yellow lines removed. Not all sight or mobility impaired people will have 'Blue Badges' and RNIB may only have a few, so proposed changes could negatively impact on those with a disability.	Do not support Sunday or evening controls and wants current situation to remain.

Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

Roads Additional Capital Investment 2016/17

Item number	7.9
Report number	
Executive/routine	
Wards	

Executive summary

This report seeks approval for the allocation of Capital funding in 2016/17 as a result of savings made from Brighton Place resurfacing works.

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

Links

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

Roads Additional Capital Investment 2016/17

Recommendations

- 1.1 It is recommended that the Committee approves the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendix A.

Background

- 2.1 The carriageway in Brighton Place was prioritised for renewals as part of the Road and Footway Investment – Capital Programme for 2015/16. £0.5M was allocated for sett replacement works, through the prioritisation of the capital investment programme. A further £0.5M was allocated as part of the additional £3M capital investment in 2015/16.
- 2.2 The issue of the sett renewal in Brighton Place was raised at this Committee on 28 October 2014. This resulted from concerns raised by local residents and Elected Members about the poor condition of the road surface in Brighton Place. It was agreed that it would be appropriate to consult with residents, and other stakeholders in Portobello, to determine the local opinion to sett replacement in Brighton Place.
- 2.3 On 12 January 2016, the committee approved the lifting of the setts in Brighton Place and resurfacing in asphalt. This will result in a saving of £0.6M that will be re-invested in other carriageway schemes in 2016/17.
- 2.4 This report seeks approval for the carriageway schemes selected for investment in 2016/17, as a result of this saving.
- 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 the October report.
- 2.6 It is necessary to present this report to committee in March 2016 to ensure that the programme can be scheduled and comply with the Road Works Registration notice periods.

Main report

Carriageway Investment

- 3.1 The carriageway 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.
- 3.2 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.
- 3.3 The investment strategy for carriageways targets investment into the categories of carriageway network that require investment in order improve the overall condition of Edinburgh's carriageway network.
- 3.4 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 treatment that is required.
- 3.5 Appendix A shows the carriageway schemes that have been prioritised for investment, using the new Investment Strategy.

Co-ordination

- 3.6 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.

Inspection, Design and Supervision

- 3.7 The majority of the schemes selected for investment will be designed by Transport's in-house design team. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme.

Street Design Guidance

- 3.8 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.
- 3.9 The guidance will be embedded in the design process for all carriageway schemes detailed in this report.

Programme Delivery

- 3.10 An update report will be submitted to this Committee, in June 2017, detailing progress with the delivery of the schemes listed in this report and the overall budget expenditure to date.

Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 35.1% in 2013/14. Edinburgh's ranking within the 32 Scottish Local Authorities has also improved 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 (RAMP) is being prepared which will in time result in a long term strategy for the maintenance of all Council owned roads infrastructure.

Financial impact

- 5.1 The cost of improvement works, listed in Appendix A, will be funded from the approved capital allocation for roads and footway investment.
- 5.2 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.

Risk, policy, compliance and governance impact

- 6.1 This capital programme of works will be monitored on a monthly basis to reduce the risk of delays and/or non-delivery of the schemes detailed in this report.
- 6.2 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

Equalities impact

- 7.1 A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report 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 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 they do not already exist.

Sustainability impact

- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 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

- 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 was undertaken and the procedures were 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 provides time for proposed schemes to be considered by Neighbourhood Partnerships.

Background reading/external references

[Road and Footway Prioritisation Review 2014](#)

[Carriageway and Footway Investment Strategy 2016](#)

[Road, Footway and Bridges Investment – Capital Programme for 2016/17](#)

Paul Lawrence

Executive Director of Place

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Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Proposed Additional Capital Programme April 2016 - March 2017</p>

Proposed Additional 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
Dalry Road	Dalry Place to Washington Lane	7	Sighthill/Gorgie	A Urban	Strengthening	Red	6098	1.8	1.25	1.00
Gilmerton Road	Mount Vernon Road to Guardwell Crescent	16	Liberton/Gilmerton	A Urban	Strengthening	Red	8500	1.6	1.10	1.05

Transport and Environment Committee

1000hrs, Tuesday, 15 March 2016

Car Free Sunday 2016

Item number	7.10
Report number	
Executive/routine	
Wards	

Executive summary

Authorisation is sought to hold a Car Free Sunday event in Edinburgh, on 25 September 2016. This will encompass the closure of four residential streets to traffic selected by Localities and events held on the road space made available to benefit residents and visitors.

Links

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

Car Free Sunday 2016

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 authorises the Executive Director of Place to proceed with arrangements for Car Free Sunday event on 25 September 2016; and
 - 1.1.2 authorises the Director of Place to arrange events on the spaces created by the closure of streets selected in Localities, with the assistance of an external contractor.

Background

- 2.1 A Car Free Day event encourages motorists to give up using their cars for a day. Car Free Days events have been held since 1973, but become more organised since the International Accessible Cities Conference in 1994. Since 2000, 22 September has been set as European Car Free Day.
- 2.2 The City of Edinburgh Council has organised Car Free Days in the past, involving the closure of George Street. The Greener Leith organisation arranged the closure of part of The Shore in 2009. The Portobello Transition Town organisation arranged a Car Free Day/Bike Full Day on 1 September 2013.
- 2.3 More recently, Neighbourhoods have tried to encourage play on streets, by closing streets on an ad hoc basis, for example in the Craigroyston area.
- 2.4 It is now felt that a more organised approach to a car free event is desirable, on a weekend as close as possible to European Car Free Day. At a weekend, residents and visitors of Edinburgh will have more time to enjoy the benefits of the activities to be arranged as part of event.

Main report

- 3.1 Authorisation is being sought for holding a Car Free Sunday in Edinburgh on 25 September 2016. This will involve closing streets to through traffic between 1000 and 1700hrs. It is intended that four residential streets in the City of Edinburgh Council area, one in each of the Localities, will be closed on a temporary basis.

- 3.2 Each Locality will identify and select a road within its area for inclusion in the Car Free Sunday event. The process of selection will involve the Localities consulting stakeholders, such as Community Councils and local bodies, to obtain information on the roads that local residents wish to close and the alternative use of the space they would like, such as play streets.
- 3.3 Temporary Traffic Regulation Orders will be required, to permit the temporary closure of the roads for the Car Free Sunday event.
- 3.4 Some events organised for the closed streets, such as markets, are likely to require the Council's Licensing team to consider applications for the appropriate types of licence. This will incur the payment of licensing fees.
- 3.5 Advance publicity will be provided, to advise road users and bus passengers of the finalised road closures and any temporary changes to bus routes required to accommodate the event.
- 3.6 The event arranger selected for Car Free Sunday events in the Localities will be required to collect qualitative feedback from visitors.
- 3.7 A report on the outcome of the Car Free Sunday 2016, including consideration of the potential for future events, will be submitted to Committee during January 2017.

Measures of success

- 4.1 Success of the event will be the use of four streets in Localities for events to benefit local communities, rather than carry road traffic.

Financial impact

- 5.1 The cost of the Car Free Sunday community based events in Localities is anticipated to be met from the Planning and Transport budget in 2016-2017.

Risk, policy, compliance and governance impact

- 6.1 Holding a Car Free Sunday would be consistent with the Council's Local Transport Strategy 2014-2019. There is a risk that closing residential streets on a Sunday could generate objections from some members of the public.

Equalities impact

- 7.1 To mitigate the impact of Car Free Sunday 2016 on people with impaired mobility there will be advance publicity of the events. The period of the closure will be limited between 1000 and 1700 hrs. This will allow access before and after the events.

Sustainability impact

- 8.1 A Sustainability, Adaptation and Mitigation (SAM) assessment has been carried out. The limited nature of the event is not anticipated to have an immediate overall effect on these areas. Any longer term changes in car use behaviour will reduce the impact of road traffic on air quality and greenhouse gas emissions.

Consultation and engagement

- 9.1 Localities will consult with stakeholders on the location of roads to be closed and the type of activities to benefit from the freed up road space.

Background reading/external references

None.

Paul Lawrence

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Links

Coalition pledges	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO18 - Green – We reduce the local environmental impact of our consumption and production. CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	None.

Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Review of School Crossing Patrol Service

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

The Council's School Crossing Patrol (SCP) service has not been reviewed for almost 20 years. This report seeks approval to review and develop a methodology to prioritise the future service.

This is an initial report, which, if agreed, will provide the basis for further work.

Links

Coalition pledges

Council outcomes [CO5](#), [CO22](#)

Single Outcome Agreement [SO4](#)

Review of School Crossing Patrol Service

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves a review of the School Crossing Patrol service;
 - 1.1.2 approves the proposed criteria to be used in the review;
 - 1.1.3 approves the proposed methodology to be used in the review; and
 - 1.1.4 notes the intention to present the outcome of the review to this Committee at its meeting in October 2016.

Background

- 2.1 The School Crossing Patrol (SCP) service is a permissive, not a statutory function.
- 2.2 A Local Authority has the power to provide a SCP, as a discretionary service in terms of section 26 of the Road Traffic Regulation Act 1984.
- 2.3 Should a Local Authority do so, there is then a statutory duty to provide training to any person who operates a school crossing patrol and to be satisfied that the person appointed has adequate qualifications (in terms of sections 26 and 28 of the Road Traffic Regulation Act 1984).
- 2.4 Even where a SCP is provided, parents/guardians remain responsible for ensuring their children's safety on the school journey; it is the parent's/guardian's decision as to when their child is mature enough to undertake the journey to and from school without adult supervision.
- 2.5 SCP personnel, when in uniform and displaying a specified crossing pole, have the authority to stop traffic. In effect, a SCP performs the same function as a controlled pedestrian crossing but a controlled crossing cannot have any influence over pedestrian behaviour at the kerbside.
- 2.6 The Transport Act 2000 amended the 1984 Regulations to permit SCPs to operate "at such times as the authority thinks fit" and stop traffic to help anyone (child or adult) to cross the road.

- 2.7 There is a national standard for the provision of a SCP and this is set out in the School Crossing Patrol Service - Guidelines: revised June 2012. They were developed by Road Safety GB and supported by the Department for Transport (DfT) and the Royal Society for the Prevention of Accidents (RoSPA).
- 2.8 The national standard is based on a count of the number of pedestrians (P) and vehicles (V) which use a road during the busiest half hour of the journey to, or from, school. The higher the volume of traffic on the road that pedestrians use, the more likely it is to meet the national standard so recognising that vehicles are the greater cause of danger, as that factor is weighted.
- 2.9 These factors are then combined in the formula PV^2 and compared against predetermined threshold values, to determine whether or not a patrol site may be provided. Currently, and in line with the policy adopted by Council in 1996, a patrol site is provided if the results of the formula PV^2 value are greater than, or equal to, four million.
- 2.10 There is no current policy to dis-establish an existing SCP site. It has been the case that some sites are a challenge to resource and without any demand have consequently become “suspended” from deployment as an operational decision taken by the School Crossing Patrol Team.
- 2.11 Although potentially associated with an individual school, as a consequence of their proximity to that school, a SCP guide can cross children from many schools. The guide is therefore assigned to a location, not to a school.
- 2.12 The service was delivered and managed by Lothian and Borders Police until local government reorganisation in 1996 when that function became a Council role. These responsibilities have remained broadly unchanged to date, although the SCP team was restructured in 2005 to its present format.
- 2.13 As of December 2015 there was a list of some 243 SCP sites, of which 205 are currently operational with 157 of those actually having a Guide leaving 48 sites vacant. There is an annual budget to cover the costs of employing 174 guides, so approximately 25% of the locations remain vacant. The service is managed by the Senior School Crossing Officer, a Supervisor, an internal auxiliary and three external auxiliary staff. This is below the levels of support recommended in the Guidelines, being 1 Supervisor for every 40 SCPs, for the number of sites currently provided by the Council.
- 2.14 In 2011, Road Safety GB undertook a survey in order to gain an understanding of the level of service provision by local authorities in England, Scotland and Wales. The main findings of this survey from 79 respondents were:
- The number of established sites varied between Councils (from 2 sites to 390);
 - Ten Councils had already implemented a service reduction or change;

- Seventeen Councils were either considering or had planned to make changes, such as:
 - removal of lunchtime provision;
 - removal of service at light controlled and zebra crossings;
 - removal of sites with long term vacancies;
 - removal of sites which do not meet the national standard; and
 - reductions through natural wastage.
 - Six Councils had entered into some form of sponsorship; and
 - Seven Councils utilised volunteers to some degree.
- 2.15 This report builds the proposed criteria into a methodology for undertaking a review of the current service to bring it in line with best practice across other local authorities.

Main report

Site assessment process

- 3.1 The process followed prior to 1996 is not recorded.
- 3.2 As sites existed when the Council took over the service and have been added to since, there may not have been consistency in their assessment.
- 3.3 The City of Edinburgh Council has adopted the Road Safety Great Britain, School Crossing Patrol Service - Guidelines (2012) and broadly follows the processes therein.
- 3.4 The basic assessment for the provision of a SCP at any location is referred to as a PV^2 count. However, despite the broadening of those permitted to benefit from a SCP, the PV^2 count focuses on five to eleven year old primary school children in which P = child pedestrian and V^2 = the square of the total number of vehicles.
- 3.5 Flows of child pedestrians crossing the road on their way to and from school are generally concentrated into short periods of time. The heaviest pedestrian and vehicle flows usually occur during morning journeys between 0815 and 0915. Because of this, site surveys are conducted during this period, during term time and only on days of the week that are unaffected by restrictions such as early finishing at lunchtime or road works.
- 3.6 A site having fewer than 15 children (P) crossing the road in the busiest 30 minute period is not considered for establishing a SCP.
- 3.7 If a PV^2 of greater than four million is achieved, a SCP location may be provided.

Current service level

- 3.8 For the financial year 2015/16, the SCP service within Edinburgh currently stands at an authorised level of 180 staff, comprising a budgeted 174 SCP guides, Service Manager, Supervisor, internal auxiliary and three external auxiliary staff.
- 3.9 There are currently 243 sites for SCP, although only 205 are operational. There are currently 157 guides. These are summarised in a list of existing SCP sites in Appendix 1.
- 3.10 The main challenge in providing a full service is filling vacancies for the SCP guides. There is a steady turnover of staff for various reasons, including moving to full time employment, retirement, hours and remuneration, outdoor working and issues of working in a traffic-related environment. There is no provision for temporary cover at vacant sites; the three auxiliary staff are employed to provide emergency first day cover, for example, as a result of sickness, to give parents an opportunity to make alternative arrangements for their children's journey to school.
- 3.11 The Road Safety GB Guidelines suggest a review of existing sites should be undertaken when "circumstances change" and reviewed against the Local Authorities adopted criteria.
- 3.12 There has not been a full review of all sites within Edinburgh since 1996.

Proposed criteria

- 3.13 As the basic assessment of any SCP site is dependent upon the pedestrians crossing the road and the volume of vehicles present during an established time-interval, each site has to be investigated independently but within a broadly similar calendar period to each other. This data would then inform the basis of any prioritisation of service provision.
- 3.14 Therefore, a review of the existing SCP service needs to be undertaken to:
- a determine numbers of pedestrians using the service;
 - b determine numbers of vehicles using the roads they cross; and
 - c identify and quantify existing and potential risks.
- 3.16 In order to do this, a set of criteria has to be agreed to evaluate all existing and potential sites. The criterion quantifies the 'environmental' considerations used to assess potential risks at any site. Each item must be assessed objectively and has an assigned weighting. This can then help to provide a prioritised list of SCP sites.
- 3.17 The criteria would reflect that set out in the Road Safety – GB Guidelines; examples are the width of the carriageway, the presence of obstructions and the number of collisions involving a pedestrian. Appendix 2 shows a full list as would be used by the Council.

Proposed methodology

3.18 The following process will be undertaken at any existing or proposed site:

- Determine current PV² values utilising the RS-GB Guidelines.
- Establish any lunch-time demand (on the same day as the PV² determination).
- Apply the agreed criteria as a weighting to the determined PV² value to give an adjusted PV² value.

3.19 The adjusted PV² value will act as a 'ranking', with a greater value determining the priority for a SCP guide, amongst other potential sites.

Costs and practicality

3.20 The SCP section does not have the capacity to undertake the necessary assessments. An internal undertaking across the existing 243 sites would take some 33 working weeks to complete, which, as surveys can only take place on school days over a school year, puts completion into 2017. Staffing costs would therefore be significant and results would be adversely affected by the protracted undertaking.

3.21 External provision would require a spend of approximately £62,000. An investment in acquiring the necessary, basic data of the assessments in a focused period would strengthen the validity of the information and obtain results more quickly.

Next steps

3.22 Undertake the proposed review and provide the outcome in a report to the Committee in October 2016.

3.23 At that point, the report would provide a detailed list of SCP sites, their adjusted PV² ranking and seek approval for the identified consultation(s).

3.24 Any budgetary or resource implications could not be addressed until this initial and subsequent reports are concluded.

Measures of success

4.1 The measure(s) of success will be:

- a the agreement/establishment/development of a criteria;
- b the agreement/establishment/development of a process for assessing sites;
- c a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through the use of a variety of methods, including surveys, focus groups and questionnaires; and
- d an equitable use of funds.

Financial impact

- 5.1 The actual costs incurred, yearly in the provision of a SCP are £1.2M. This covers staffing costs, and provides for equipment such as specific clothing and the requisite pole.
- 5.2 The cost to undertake a review is estimated to be approximately £62,000. This cost will be contained within the 2016/17 School Crossing Patrol Budget.

Risk, policy, compliance and governance impact

- 6.1 The development of clear criteria and a methodology for assessing the SCP service will enable the Council to ensure the services it supports are:
 - in line with its strategic transport objectives;
 - represent value for money; and
 - reflect an assessed level of risk and so consider the safety of all road users.
- 6.2 There is a risk to the public reputation of the Council in reducing a service such as SCP.
- 6.3 There is a risk to the Council in potential conflict with other, existing policies, such as Safer Routes to Schools.

Equalities impact

- 7.1 The outcomes of this report in relation to the ten areas of rights and the delivery of the three Public Sector Equality Duties (PSED) have been considered. The Council's Equalities and Rights Impact Assessment Record will be kept updated and referenced throughout the project and consultation processes to ensure the project meets the Council's requirements in relation to Public Sector Equalities duties.
- 7.2 It is possible that any reduction in service provision may be considered to negatively impact upon 'Physical security' and therefore 'Individual, family and social life' as a consequence of any decision regarding the independence of young children.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. Any changes (increase and decrease) to the SCP service may affect these three elements, in terms of alterations to travel plans or habits. Therefore proposed changes will take into consideration these elements to minimise the negative impacts whilst seeking to increase the positive.

Consultation and engagement

- 9.1 This report seeks support for future consultation with the key users and stakeholders, to implement the criteria and methodology to be used in the assessment of the SCP service.

Background reading/external references

Road Safety Great Britain; School Crossing Patrol Service Guidelines (Revised June 2012)

<http://www.roadsafetygb.org.uk/downloads/SCP-Guidelines-06.12.pdf>

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Links

Coalition pledges

Council outcomes **CO5** – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.

CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.

Single Outcome Agreement

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

Appendices

- 1 List of existing SCP sites (as at 08/01/2016)
- 2 List of proposed criteria

APPENDIX 1

List of existing SCP sites; as at 08/01/2016

School	Location	Guide?	Operational?	Engineered crossing?
Abbeyhill	Abbeylane / Spring Gardens	Y	Y	No
	Abbeyhill / Beggs Building	Y	Y	No
	Cadzow Place at Pedestrian Crossing (southside)	Y	Y	ATS
	Cadzow Place at Pedestrian Crossing (northside)	Y	Y	ATS
Balgreen	Gorgie Road / Balgreen Road	Y	Y	ATS
	Balgreen Road / Gorgie Road	Y	Y	ATS
	Balgreen Road at School	Y	Y	ATS
	Balgreen Road / Saughtonhall Drive (Island)	Y	Y	Pelican
	Saughtonhall Drive / Balgreen Road	Y	Y	Pelican
	Stevenson Road / Balgreen Road	Y	Y	Pelican
Blackhall	Craigcrook Road at School	Y	Y	No
	Queensferry Road / Craigcrook Road	Y	Y	Pelican
	Ravelston Dykes Road / Craigcrook Road	Y	Y	Zebra
Bonaly	Woodhall Road / Bonaly Road	Y	Y	No
Broomhouse	Broomhouse Crescent at shops	NO - vacant	Y	No
	Saughton Road at School	Y	Y	No
Broughton	Broughton Road at School	Y	Y	Pelican
	East Claremont Street / Broughton Road	Y	Y	No
	McDonald Road at School	Y	Y	No
	Bellevue at East Claremont Street	NO - vacant	NO - suspended	No
	Broughton Street	NO - vacant	NO - suspended	No
	London Street / Mansfield Place	NO - vacant	NO - suspended	No
	Annandale Street / Bellevue Road	Y	Y	No
Brunstane	Milton Road / Magdalene Drive	Y	Y	Pelican

Bruntsfield	Bruntsfield Place / Bruntsfield Avenue	NO - vacant	Y	Pelican
	Bruntsfield Place / Leamington Terrace	NO - vacant	NO - suspended	Pelican
	Gilmore Place / Viewforth	NO - vacant	NO - suspended	ATS
	Montpelier Park / Merchiston Place	Y	Y	No
	Polwarth Crescent / Temple Park Crescent	NO - vacant	NO - suspended	No
	Viewforth / Montpelier / Westhall Gardens	NO - vacant	NO - suspended	No
	Colinton Road Holy Corner	NO - vacant	Y	ATS
	Merchiston Avenue / Granville Terrace	Y	Y	No
	Merchiston Avenue / Merchiston Place	NO - vacant	NO - suspended	No
Carricknowe	Saughton Road North /Broomhall Avenue	Y	Y	Pelican
	Saughton Road North / Tylers Acre Avenue	Y	Y	No
Castleview	Craigmillar Castle Road / Craigmillar Castle Avenue	NO - vacant	Y	No
	Greendykes Road / Craigmillar Castle Avenue	NO - vacant	Y	No
	Niddrie Mains Road / Wauchope Avenue	NO - vacant	NO - suspended	No
Clermiston	Drumbrae North / Barntongate Avenue	Y	Y	Pelican
Colinton	Redford Road / Oxfangs Farm Drive	NO - vacant	Y	Pelican
Corstorphine	Clermiston Road / Belgrave Road / Forrester Road	Y	Y	No
	Corstorphine High Street at School	Y	Y	Pelican
	Drumbrae South / Roundabout	NO - vacant	Y	Pelican
	Featherhall Avenue / Crescent / Terrace	Y	Y	No
	Manse Road / Manse Street	Y	Y	No
	St John's Road / Roundabout	NO - vacant	Y	Pelican
	St John's Road / Manse Road	Y	Y	ATS
	St John's Road / Featherhall Avenue	Y	Y	Pelican
Craightinny	Craightinny Road / Loaning Road	NO - vacant	Y	Pelican
	Restalrig Avenue / Restalrig Road South	Y	Y	No

Craiglockhart	Ashley Terrace / Cowan Road	Y	Y	No
	Colinton Road / Meggatland Terrace	NO - vacant	NO - suspended	No
	Harrison Road / Harrison Gardens	NO - vacant	NO - suspended	No
	Polwarth Terrace / Ashley Terrace	Y	Y	ATS
	Slateford Road / Robertson Avenue	NO - vacant	NO - suspended	Pelican
	Shandon Place	Y	Y	Pelican
	Slateford Road / Shandon Place	NO - vacant	Y	Pelican
Craigour Park	Moredun Park Road at School	Y	Y	No
Craigroyston	Pennywell Road / Muirhouse Avenue	NO - vacant	Y	Zebra
Cramond	Gamekeepers Road / Whitehouse Road	Y	Y	No
	Whitehouse Road / Cramond Crescent	Y	Y	Zebra
Currie	Forthview Crescent / Curriehill Road	Y	Y	No
	Bryce Road at Roundabout	Y	Y	No
	Curriehill Road / Forthview Crescent	Y	Y	No
	Lanark Road West / Riccarton Mains Road	NO - vacant	Y	No
	Riccarton Avenue / Curriehill Road	Y	Y	No
Dalmeny	Kirkliston Road / The Glebe	NO - vacant	Y	No
Dalry	Dalry Road at School	Y	Y	Pelican
	Dundee Street / West Fountain Place	NO - vacant	NO - suspended	Pelican
Daniel Stewarts	Queensferry Road at School	Y	Y	Pelican
	Ravelston Terrace / Queensferry Terrace	NO - vacant	Y	ATS
	Queensferry Terrace / Ravelston Dykes	Y	Y	ATS
	Queensferry Terrace at blister point	Y	Y	Pelican
Davidson's Mains	Corbiehill Road at School	Y	Y	Pelican
	Main Street / Silverknowes Road / Davidson's Mains	Y	Y	Pelican
	Quality Street / Main Street	Y	Y	Zebra
	Silverknowes Road / Silverknowes Road East	Y	Y	No

Duddingston	Willowbrae Road / Duddingston Road	NO - vacant	Y	ATS
	Duddingston Road / Duddingston Avenue at School	Y	Y	No
	Mountcastle Drive North / Hamilton Drive West	Y	Y	No
	Mountcastle Drive South / Milton Road West	NO - vacant	Y	ATS
East Craigs	Drumbrae South / Drumbrae Avenue	Y	Y	Pelican
	Drumbrae North / Duart Crescent	Y	Y	Pelican
Echline	Bo'ness Road at School	Y	Y	No
Edinburgh Academ	Arboretum Road / Kinnear Road	Y	Y	Zebra
Ferryhill	Groathill Road North / Easter Drylaw Drive	Y	Y	Zebra
	Groathill Road North / Wester Drylaw Avenue	Y	Y	Zebra
Flora Stevenson	Comely Bank Road / Comely Bank Avenue	NO - vacant	Y	ATS
	Comely Bank Road at School	Y	Y	Pelican
	Crewe Road South / north of Comely Bank roundabout	Y	Y	No
	Orchard Brae at School	Y	Y	Pelican
	Orchard Road / Comely Bank at roundabout	Y	Y	No
	Queensferry Road / Orchard Brae	NO - vacant	NO - suspended	Pelican
Fothview	Crewe Road North / Pilton Avenue	Y	Y	No
Fox Covert	Clermiston Road / Cairnmuir Road	Y	Y	No
	Clerwood Terrace / Clerwood Place	Y	Y	No
George Heriots	Lauriston Place / Heriot Place	Y	Y	No
George Watsons	Colinton Road / Etrick Road	NO - vacant	Y	Pelican
	Colinton Road / Gillsland Road	Y	Y	Pelican
Gilmerton	Ferniehill Drive Opposite No.35	NO - vacant	NO - suspended	No
	Gilmerton Dykes Street / Moredun Dykes Road	NO - vacant	Y	No
	Gilmerton Road / Moredun Dykes Road	Y	Y	Pelican
	Moredun Dykes Road at School	Y	Y	No
	Gilmerton Road / Newtoft Street	NO - vacant	Y	ATS
Gracemount	Howdenhall Road / North of Balmwell Terrace	Y	Y	Pelican
	Lasswade Road at Liberton Hospital	Y	Y	Pelican

Granton	Boswall Parkway / Crewe Road South	Y	Y	No
	Boswall Parkway at School	Y	Y	No
	Boswall Parkway / Pilton Drive North	Y	Y	No
Gylemuir	Meadowplace Road / Wester Broom Avenue	Y	Y	Pelican
Hermitage Park	Lochend Road / Hermitage Park	Y	Y	No
	Lochend Road / Lochend Avenue / Sleigh Drive	Y	Y	No
	Ryehill Terrace / Restalrig Road	Y	Y	No
Hillwood	Station Road at School	Y	Y	No
Holycross	Craighall Road at School	Y	Y	No
	Ferry Road / Craighall Road	Y	Y	Pelican
James Gillespies	Marchmont Road / Warrender Park Road	NO - vacant	NO - suspended	Zebra
	Warrender Park Road / Whitehouse Loan	Y	Y	No
	Whitehouse Loan / Warrender Park Road	NO - vacant	Y	No
Juniper Green	Baberton Avenue / Woodhall Terrace / Belmont Road	Y	Y	No
	Lanark Road / Baberton Avenue	Y	Y	Pelican
Kirkliston	Station Road / Main Street	Y	Y	ATS
	Queensferry Road / Almondhill Road	Y	Y	No
	Main Street / Manse Road	Y	Y	ATS
Leith	Academy Street / Laurie Street	Y	Y	No
	Great Junction Street / Bonnington Road	Y	Y	ATS
	Constitution Street / Laurie Street	Y	Y	No
	Duke Street / Duncan Place	NO - vacant	NO - suspended	Pelican
	Duncan Place at School	Y	Y	No
	Easter Road near Duke Street	NO - vacant	NO - suspended	Pelican
	Great Junction Street / Leith Walk	NO - vacant	NO - suspended	ATS
Vanburgh Place	NO - vacant	Y	Pelican	

Leith Walk	Brunswick Road / Brunswick Place	Y	Y	ATS
	Brunswick Street / Montgomery Street	Y	Y	No
	Elgin Street / Brunswick Road	Y	Y	No
	Leith Walk / Brunswick Road	NO - vacant	Y	ATS
	Montgomery Street / West Montgomery Place	NO - vacant	NO - suspended	No
	Albert Street / Leith Walk	NO - vacant	NO - suspended	No
	Easter Road / Brunswick Road	NO - vacant	NO - suspended	Pelican
Liberton	Gilmerton Road / Glenallan Drive	Y	Y	No
	Gilmerton Road at side gate to School	Y	Y	Pelican
Mary Erskine	Murrayfield Road / Ravelston Dykes	NO - vacant	NO - suspended	ATS
Murrayburn	Murrayburn Road / Hailesland Road	Y	Y	Pelican
	Sighthill Avenue / Sighthill Loan	Y	Y	No
	Parkhead Gardens / Parkhead Avenue	Y	Y	No
Nether Currie	Lanark Road / Bryce Road	NO - vacant	Y	No
Newcraighall	Whitehill Street at School	Y	Y	No
Niddrie Mill/St Frar	Niddrie Mains Road at School	NO - vacant	Y	Pelican
	Niddrie Mains Road at Greendykes Road	Y	Y	Pelican
Oxgangs	Colinton Mains Drive at School	Y	Y	Pelican
	Colinton Road/Elliot Place	NO - vacant	NO - suspended	No
	Oxgangs Road North/Firhill Crescent	Y	Y	No
Parsons Green	Paisley Crescent / Ulster Crescent	NO - vacant	Y	No
	Willowbrae Road / Paisley Drive	NO - vacant	Y	Pelican
	Paisley Crescent / Willowbrae Avenue	Y	Y	No
	Paisley Drive at side gate to School	Y	Y	No
Pentland	Oxgangs Avenue / Oxgangs Rise	NO - vacant	Y	No
	Oxgangs Road North / Oxgangs Farm Avenue	NO - vacant	Y	Pelican
	Oxgangs Road / Swanston Road / Caiystane Drive	NO - vacant	NO - suspended	No
	Oxgangs Road North / Oxgangs Farm Drive	NO - vacant	NO - suspended	No
Pirniehall/St David	Pennywell Road / Pennywell Gardens	Y	Y	No
	Ferry Road, east of Drylaw Police Station	NO - vacant	Y	Pelican
	Ferry Rpad / Easter Drylaw Drive	NO - vacant	NO - suspended	No

Prestonfield	Peffermill Road at School	Y	Y	Pelican
Preston Street	Dalkeith Road / East Preston Street	NO - vacant	Y	ATS
	Bernard Terrace / St Leonards Street	Y	Y	No
	Dalkeith Road / Salisbury Road	NO - vacant	Y	ATS
Queensferry	Burgess Road at infant gate	Y	Y	No
	Station Road outside rear gate	Y	Y	No
	The Loan at rear entrance to School	Y	Y	No
	Loch Road / The Loan	Y	Y	No
	Burgess Road at School	Y	Y	No
	Farquhar Terrace / B924 / Stewart Terrace	Y	Y	No
	Farquhar Terrace / B924 / Stewart Terrace - ATS	Y	Y	ATS
Ratho	Main Street / Ratho Park Road	Y	Y	No
	Main Street / Dalmahoy Road	Y	Y	No
Roseburn	Murrayfield Avenue / Murrayfield Gardens	Y	Y	No
	Roseburn Avenue / Roseburn Drive at School	Y	Y	No
	Roseburn Gardens / Roseburn Drive	Y	Y	No
	Roseburn Street / Roseburn Terrace	NO - vacant	Y	ATS
	Roseburn Terrace at pelican	Y	Y	Pelican
Royal High	Northfield Broadway at School	Y	Y	Pelican
	Portobello Road / Northfield Broadway	Y	Y	Pelican
	Mountcastle Drive North / Northfield Broadway	NO - vacant	Y	No
Royal Mile	Canongate at School	Y	Y	Zebra
	Cowgate / St Marys Street / Holyrood Road	NO - vacant	NO - suspended	ATS
	Holyrood Road / Dumbiedykes Road	NO - vacant	Y	Pelican
Rudolf Steiner	Grays Loan / Colinton Road	Y	Y	ATS
	Spylaw Road at School	Y	Y	No
St Catherines RC	Captains Road at pelican	Y	Y	Pelican
	Captains Road / Lasswade Road	NO - vacant	Y	ATS
St Cuthberts RC	Slateford Road / Hutchison Crossway	Y	Y	No
	Chesser Avenue at southside of bridge	NO - vacant	NO - suspended	ATS

St Georges	Garscube Terrace at School	NO - vacant	Y	No
	Ravelston Dykes / Crarae Avenue	NO - vacant	NO - suspended	Pelican
St Johns RC	Baileyfield Road / Duddingston Park	Y	Y	ATS
	Duddingston Road / Durham Road	Y	Y	No
	Milton Road West / Durham Road	NO - vacant	Y	ATS
St John Vianney	Gilmerton Road / Walter Scott Avenue	Y	Y	Pelican
St Margarets RC S	Station Road at School	Y	Y	No
St Marks RC	Colinton Mains Drive / Oxfangs Road North	NO - vacant	NO - suspended	No
St Marys RC Edinb	East London St at School	Y	Y	No
St Marys RC Leith	Constitution Street / Queen Charlotte Street	NO - vacant	Y	ATS
	East Hermitage Place / Links Gardens	Y	Y	ATS
	Links Gardens / Salamander Place	Y	Y	No
	Restalrig Road / Gladstone Place	Y	Y	ATS
St Ninians RC	Restalrig Road South, 50 yrds south of the School	Y	Y	No
	Restalrig Road South / Restalrig Drive	Y	Y	No
	Restalrig Road South / Sleigh Drive	NO - vacant	Y	Pelican
	Willowbrae Road / Portobello Road	Y	Y	ATS
St Peters RC	Morningside Road / Churchill Place	NO - vacant	NO - suspended	ATS
	Morningside Road / Falcon Avenue	NO - vacant	Y	Pelican
Sciennes	Causewayside / Salisbury Place	NO - vacant	Y	ATS
	Causewayside / Sciennes House Place	NO - vacant	NO - suspended	Pelican
	Grange Road / Tantallon Place	Y	Y	Pelican
	Melville Drive / Livingston Place	NO - vacant	NO - suspended	Pelican
	Melville Terrace / Livingstone Place	NO - vacant	No - suspended	No
	Sciennes Road at School	NO - vacant	Y	No
	Sciennes Road / Argyle Place	NO - vacant	NO - suspended	No
West Saville Terrace / Mayfield Road	NO - vacant	NO - suspended	No	

South Morningside	Comiston Road at School	Y	Y	Pelican
	Greenbank Drive / Comiston Road	NO - vacant	NO - suspended	No
	Morningside Drive / Comiston Road	NO - vacant	Y	No
	Cluny Gardens / Baird Road	NO - vacant	NO - suspended	No
	Balcarres Street at traffic lights	NO - vacant	Y	ATS
Stenhouse	Gorgie Road / Calder Road / Stevenson Drive	Y	Y	Pelican
	Stevenson Drive at School	Y	Y	No
	Stenhouse Drive / Stenhouse Gardens North	Y	Y	No
Stockbridge	Brandon Street / Eyre Place	NO - vacant	Y	ATS
	Hamilton Place at School	Y	Y	Pelican
Tollcross	Fountainbridge at School	Y	Y	Pelican
	Gardners Crescent at Fountainbridge	Y	Y	ATS
Towerbank	Bath Street	Y	Y	ATS
Trinity	Craighall Road / Craighall Avenue	Y	Y	No
	Craighall Road / East Trinity Road / Stanley Road	Y	Y	No
	Ferry Road / Newhaven Road	Y	Y	ATS
	Newhaven Road at School	Y	Y	Pelican
Victoria	Annfield (Main Street) at School	Y	Y	No
	Craighall Road / Starbank Road	Y	Y	No
Wardie	Ferry Road / Granton Road	NO - vacant	Y	ATS
	Afton Terrace / Granton Road	Y	Y	No
	East Trinity Road / South Trinity Road	Y	Y	No
	Granton Road at School	Y	Y	Pelican

Appendix 2

Proposed Criteria

The School Crossing Patrol Service Guidelines (Revised June 2012) provides that, where the PV² value is 'borderline' a more detailed site investigation should be undertaken, utilising a range of suggested factors. In the City of Edinburgh Council, it is proposed that such 'Adjustment factors' form the basis of the criterion to be used in a full assessment, so that all sites may be comparably assessed.

By using a considered total of the criterion, it is possible to re-evaluate the original PV² value to provide a weighted (and more accurate) assessment of the potential risk at the site.

The criterion quantifies the 'environmental' considerations used in assessing the potential risks at the proposed site. Each item must be assessed objectively and an appropriate weighting assigned.

The School Crossing Patrol Service Guidelines (Revised June 2012) provides that once the number of 'Adjustment factors' has been decided, an appropriate multiplier should be obtained from the **Table of 10% Compound Multipliers** (Figure 1, page 4 herein) and applied to the initial PV² figure; to provide an adjusted value.

List of Proposed Criteria

There are 11 criteria:

Carriageway Width

(for a single Carriageway; an SCP would not be provided on a dual carriageway. Although there is no "standard" carriageway, an average may be taken as 3.75m per lane, providing 7.5m overall).

The factor considered is the width of the road to cross; recognising a wide carriageway taking longer to cross.

+1 if the carriageway width is between 7.5 and 10 metres.

+2 if the carriageway width is in excess of 10 metres.

Footpath width

The factor considered is the space available for those waiting to use the SCP, while affording others room to pass.

+1 if the footpath width is less than 2 metres.

Gradient of site

The factor considered is the slope of the approach to the site of the SCP, which has an effect upon the stopping distance of any vehicle.

+2 if the down gradient steeper than 12.5% (1 in 8).

+1 if the down gradient less than 12.5% greater than 5% (1 in 20).

Speed/Visibility

*It is recommended that SCP sites are not established on roads with speed limits greater than 40 mph.

The factor considered is the opportunity to see and be seen, encompassing the prospect of a driver reacting and complying with the signal of the SCP to STOP.

85%ile speeds of vehicles	Visibility	Weighting
Travelling between 30 and 40 mph	Less than 50 m	+3
	Between 50 – 75 m	+2
Travelling between 40 and 50 mph	Between 50 – 75 m	+1
	Less than 60 m	+3
	Between 60 – 100m	+2
	Between 100 – 150 m	+1

(For comparison, the Highway Code provides typical stopping distances as; 20mph = 12metres, 30mph = 23metres and 40mph = 36metres)

The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It is typically associated with the setting of speed limits; as sites in Edinburgh and its environs are largely historical, its use is applicable. Care must be taken when using these factors, as the distances shown may be less than vehicle stopping distances in adverse weather conditions. If parked vehicles obstruct sightlines or mask children and it is not possible to prohibit parking, then the visibility criteria from the kerb edge should be applied using a 1 metre eye level.

Street Lighting

The factor considered is the presence of street lighting, which enhances the ability to see and be seen.

+3 if there is no street lighting.

Signs, Street Furniture, Trees, etc

The factor considered is the presence of anything that may obstruct the driver’s view of a pedestrian or their view of a vehicle.

+1 if visibility is variously obstructed within 100 metres of the Site and pedestrians are masked.

Road Markings

The factor considered is the possibility of a driver making an unexpected manoeuvre or lane change.

+1 if the Site is complicated by road markings for the purpose other than an SCP, ie turning lanes etc., within 50 metres either side of the site.

Junctions

The factor considered is the likelihood of an unseen vehicle emerging.

+2 if the Site is on a major road and is within 20 metres of a road junction.

+1 if the Site is on a minor road and is within 20 metres of a road junction.

Collisions

The factor considered is any collision involving pedestrians, on weekdays, within 50 metres of the proposed crossing point.

+1 per pedestrian injured, per year based on a three-year predicate.

Weight of Traffic

The factor considered is the opportunity to cross; if vehicle flow is high, or constant, there is little opportunity to cross which may lead to impatience.

+1 if pedestrian flows are light, the vehicle flows are heavy, at 800 passenger-carrying units per hour (two way, or one way on dual carriageway).

Age

The factor to consider is the average age of the children using the crossing.

+5 if the average age group is Primary children (up to 11 years).

+1 if the average age group is Secondary children (12+ years).

From these Criteria, the total value of all factors pertaining to any individual site is then calculated; for example – narrow footpath = +1, junction within 20metres (minor road) = +1, weight of traffic = +1 then a total value of +3 is determined.

From **Figure 1; TABLE OF 10% COMPOUND MULTIPLIERS** a multiplier of 1.331 is then used to adjust the determined PV² figure.

Figure 1; TABLE OF 10% COMPOUND MULTIPLIERS

Total value of weighting factors	Multiplier to basic PV ² value
1	1.100
2	1.210
3	1.331
4	1.464
5	1.610
6	1.772
7	1.949
8	2.144
9	2.358
10	2.594
11	2.853
12	3.139
13	3.453
14	3.798

Transport and Environment Committee

10am, Tuesday, 15 March 2016

Supported Bus Services future network

Item number	7.12
Report number	
Executive/routine	
Wards	

Executive summary

On 13 January, 25 August and 27 October 2015, the Committee received reports on the development of a revised system for procuring supported bus services, including a tool to assess value for money and non-financial benefits of these services.

This report provides an update on the assessment of services.

Links

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

Supported Bus Services future network

Recommendations

- 1.1 It is recommended that Committee:
- notes the outcome of the assessment of supported bus services;
 - approves the termination of contracts offering fewest benefits (taking account of any mitigating factors) ie the Lothian 42 and 60, Horsburgh 64 and Waverley 70;
 - approves the implementation of an enhanced service 18 with greater benefits, subject to tender returns;
 - approves the renewal or continuation of contracts for services 20, 38, 63, 13, and 68;
 - approves that festive bus services will no longer be supported, except where there is direct sponsorship by third parties;
 - authorises the Director of Place to consult West Lothian Council on cross-boundary services; and
 - receives a report on the outcome of these actions at a future meeting.

Background

- 2.1 On 25 August 2015, Committee approved the new assessment methodology to evaluate supported bus services.
- 2.2 On 27 October 2015, it was reported to Committee that the gap of £275,000 between the budget and projected expenditure on supported services in 2015-16 is being managed as a pressure within the Transport account.
- 2.3 It was also reported that discussions continue with local representatives on improving local bus services in Ratho, but that financing a direct bus service from Ratho to the city centre, and a link to the Edinburgh International Climbing Arena, is not justifiable.

Main report

- 3.1 Currently there are 16 supported services including Christmas, New Year and cross-boundary services (details in Appendix 1).
- 3.2 The supported bus services budget for 2015-16 is £1.1million, to which developer contributions may be added. The current gap of £275,000 between budget and projected expenditure is not sustainable, and the budget requires to be balanced in 2016-17.
- 3.3 The Subsam tool, discussed in previous reports to Committee, evaluates and assesses existing or potential routes which are fed into it. It does not identify potential new routes; this must be done manually. Therefore, to review comprehensively the network, service gaps were identified.
- 3.4 This process identified areas of Edinburgh more than 30 minutes by bus from the city centre, Ocean Terminal, Edinburgh Park or the two main hospitals. These are the main employment and medical centres, reflecting the priorities previously set by Committee. Few locations are more than 30 minutes from the city centre; so access to at least one of the other major destinations was assessed.
- 3.5 After identifying less well-served areas, age and deprivation demographics were factored in. This showed that, in absolute terms, few if any areas are very poorly served by public transport, although many have limited choice of route or mode (bus, rail or tram).
- 3.6 Some areas with poor access to hospitals, Leith and Edinburgh Park were assessed further: Currie/Balerno, Firrhill, Joppa, Magdalene, Mountcastle, Northfield, South Queensferry and Craiglockhart. The long journey times at the Clerwood/Clermiston end of the 26 route were also examined, as were the Werber and Rocheid schemes, which are close to bus routes but face very indirect and long pedestrian routes to bus stops. This illustrates that the most effective response to poor access to bus services is sometimes a simple infrastructure improvement.
- 3.7 Discussions also took place with operators to identify possible efficiencies. This helped to clarify that supported services may in some cases discourage commercial innovation. However, it is apparent that the operators are not in a position to test local 'demand-responsive' type services.
- 3.8 The outcome of this process indicated potential value in doubling the frequency of the service 18 (Gyle - Fairmilehead – RIE), but with alternate journeys routed to/from Currie/Balerno and via Firrhill.

- 3.9 Three variations of the additional service 18 were tested, all comprising an hourly service diverting at Lanark Road to/from Balerno instead of the Gyle. Being additional to the existing route, it doubles the frequency between Lanark Road and the RIE. The best performing variation outscored the existing route; with the alternate bus running via Firrhill and Comiston Road instead of Oxcgangs. As the existing service is already a high scoring route, this indicates significant benefits.
- 3.10 In summary, the existing service would double in frequency, though the route of the extra journeys would vary in some locations. The proposal enhances orbital routes, the paucity of which is a recurrent theme in comments on the bus network. It is therefore proposed that this route is market tested by going out to tender.
- 3.11 Three alternatives from Currie/Balerno to Edinburgh Park, continuing via Telford Road to the Western General Hospital, were also tested. They scored poorly, although one option (via Glasgow Road, Clermiston Road and Queensferry Road) helped resolve the long journey times at the Clermiston end of the 26 referred to in paragraph 3.6.
- 3.12 No options to provide access to at least one other major destination in addition to the city centre have yet been identified for Joppa, Magdalene, Mountcastle, or Northfield.
- 3.13 For all new and renewed contracts, operators will be encouraged to submit alternative tenders, to maximise efficiency and innovation. They will also be invited to submit alternative tenders including acceptance of other operators' ticketing products.
- 3.14 Services which are currently supported were assessed. Where a service scored poorly its costs relative to benefits scored were considered, followed by identification of any 'mitigating' factors, such as low total cost or cost per passenger. This indicated that the options for withdrawal, and their approximate cost per year, are as follows (route details are in Appendix 1):
- (Lothian) 42. A low-scoring service with fairly high cost per trip, expensive relative to benefits scored. Evening and weekends service would cease, a commercial service continuing at other times. £60,500/year.
 - (Horsburgh) 64. A low-scoring service, with high cost per trip. £158,500/year.
 - (Waverley) 70. A very low-scoring service with high cost per trip. £15,000/year.
 - (Lothian) 60. The lowest scoring route and costing significantly more per passenger than any other service. £42,000/year.

- It may be possible to redirect spending on cross-boundary services towards better options. Options are being discussed with West Lothian Council, but savings of the order of £50,000 appear possible.

3.15 Alternative provision for each of these routes is:

- Lothian 42. Only evening/weekends services cease; at these times passengers would need to change between two Lothian Buses routes.
- Horsburgh 64. Passengers would change between two Lothian Buses routes; these are much more frequent than the hourly (or less) 64.
- Waverley 70. Access to retail centres via existing commercial routes and possible alternative provided by amended service 18.
- Lothian 60. Discussions continue with Lothian Buses about reshaping a commercial service.
- All areas currently served by these routes will continue to be served by the Dial-a-Bus service for access to shopping centres.

3.16 The total passenger trips affected (based on passengers carried in 2015) are:

Lothian 42	Horsburgh 64	Waverley 70	Lothian 60
37,166	36,087	5,236	7,939

By comparison, the next least used supported service (the 68) carried 45,877 passengers, and the busiest (the 38) carried 301,649.

3.17 If all the above contracts and unsponsored Christmas and New Year contracts are terminated, supported service costs reduce by around £305,000. This resolves the current gap between budget and projected expenditure in 2016-17 and provides a contingency of around £30,000 that can be used to contribute toward anticipated cost increases associated with re-tendered contracts.

3.18 The services proposed for withdrawal provide fewer benefits than the new or renewed services (in some cases significantly fewer). The new services do not necessarily serve the same areas as the withdrawn services; the process identifies routes that deliver the best social, economic and transport benefits across the city, not location by location.

- 3.19 As in previous years, a supported bus service to Queensferry and Dalmeny was provided recently on 25, 26 December and 1, 2 January, carrying 3,803 passengers at a cost to the Council of £8,753.50. The majority of these passengers were carried on the 1 January, many travelling to and from the Loony Dook. There may be an opportunity for the organiser of this event to gain sponsorship for this travel in future. A 'free' night bus was also provided on Hogmanay, linking the city centre to Queensferry and Ratho. This carried 535 passengers and cost the Council £4,380. These passenger numbers are slightly up on previous years. In addition, the Council contributes to Christmas and New Year cross boundary services with West Lothian Council, totalling approximately £15,000 (passenger numbers are not available).
- 3.20 It is considered that Council funding should be prioritised towards supported services which operate all year (hence providing for daily life) rather than a small number of services operating on a few, albeit special, days.
- 3.21 The remaining contracts would be renewed essentially unchanged, although as set out above alternative tenders would be encouraged to maximise efficiency, innovation, and passenger benefits, ie (service details in Appendix 1):

Service and current operator		
Lothian Buses 20	Lothian Buses 38	Waverley Travel 68
Edinburgh Coach Lines 13	Lothian Buses 63	

- 3.22 However, the cost of new or renewed contracts is not predictable. It is expected that tenders may be significantly higher than the cost of the current contracts; this would be consistent with trends over recent years. The service improvements identified in paragraph 3.8-3.10 also need to be resourced.
- 3.23 Ongoing discussions with West Lothian Council could provide a saving of up to £50,000 on cross boundary services. This, along with the £30,000 contingency identified in paragraph 3.17, would be used to offset the anticipated cost increases described above.

Measures of success

- 4.1 The Council's investment in supported bus services is targeted at routes that deliver the greatest social, economic and transport related benefits.

Financial impact

- 5.1 The Council budget for supported services 2015/16 and 2016/17 is £1.1m/yr. The review ensures that spending is prioritised on services that deliver the greatest benefits and value for money.
- 5.2 It has been assumed for this report that general inflation remains low. If it is significantly higher in May, when operator payments are recalibrated, it would create new budgetary pressures.
- 5.3 It is anticipated that inflation in bids for expired (and any new) contracts will outstrip generalised inflation. This reflects increasing bus operation costs.

Risk, policy, compliance and governance impact

- 6.1 Deployment of the methodology for assessing supported bus services ensures that the services the Council supports align with its strategic transport objectives, and represent value for money.

Equalities impact

- 7.1 The outcomes of this report in relation of the ten areas of rights and the delivery of the three Public Sector Equality Duties (PSED) have been considered. Any reduction in supported bus services will have negative impacts on these.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. Any change to supported public transport provision is likely to affect these elements. The impact of supported bus services on carbon emissions and air pollution is one of the criteria built into the assessment methodology.
- 8.2 Access to health facilities, shopping and employment for older people, disabled people and those from areas of social deprivation and high unemployment are significant factors that have been taken into account in the development of the assessment tool.

Consultation and engagement

9.1 Consultation was undertaken with bus operators. Consultation had previously been undertaken with bus users on the criteria used by the Subsam tool.

Background reading/external references

Assessing Supported Bus Services - Transport and Environment Committee, 25 August 2015

Assessing Supported Bus Services; Further Report - Transport and Environment Committee, 27 October 2015

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Links

Coalition pledges

Council priorities

CO9 - Edinburgh residents are able to access job opportunities

CO10 - Improved health and reduced inequalities

CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

Single Outcome Agreement

SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all

Appendices

1. Current supported route details

2. Outcomes of the Subsam assessment of existing services

Appendix 1 Current supported route details

Operator	Service Number	Projected Annual Subsidy (rounded)	Approx pax 2014-15 or equivalent	Approx pax/year two years previously	Contract Route and description	Due to expire
Horsburgh	7	£69,500	28,600 incl W Lothian		Winchburgh – Queensferry. Links to St John's Hospital when no other direct link. Part commercial, part WLC funded	31/3/16
Edinburgh Coach Lines	13	£202,500	132,000	144,000	Craigleith-Blackhall-Ravelston-West End-New Town-Broughton-McDonald Rd-Dalmeny St-Lochend-Findlay Gdns. Wholly subsidised. Sole public transport to Dean Galleries, and in parts of the New Town	Jan 2016
First	18	£87,500	163,000	194,000	Gyle - Fairmilehead – RIE. Off-peak links across south Edinburgh to employment, education, leisure, RIE. Commercial in peak	26/7/16
Lothian Buses	20	£154,500	169,000	128,000	Chesser-Wester Hailes-Hermiston Gait. Shopping, employment, leisure, for communities isolated from main bus network. Provides a service outwith main bus corridors, connecting to them and out-of-centre activities. Subsidy includes Tesco contribution	Jan 2016
Lothian Buses	20 extn	£266,000	129,000		Ratho-Gyle. Extension provides link between Ratho and Gyle and services to/from City Centre	31/5/18
Lothian Buses	38	£94,000	299,000	308,000	Granton-WGH-City Centre – RIE. Frequency enhancement ensures commercial viability	Monthly extensions
Lothian Buses	42	£60,500	32,000	39,000	City Centre-Portobello (evenings and Weekend) Evening/weekend journeys	Jan 2016
Various		£29,000			Xmas/Hogmanay Buses	
Lothian Buses	60	£42,000	8,000	8,000 estimated	Scottish Parliament-Southside-Bristo. Provides a service outwith main bus corridors, connecting to them and out-of-centre activities	4/10/18
Lothian Buses	63	£241,500	195,000		Queensferry-Kirkliston-Newbridge-RBS-Gyle-Edinburgh Pk-Stevenson Coll-Hermiston Gait- Sighthill-Hermiston P&R-Riccarton Campus Hourly links to employment, educational, leisure, shopping	27/7/18
Horsburgh	64	£158,500	37,000	32,000	D Mains-Cramond-Maybury-Gyle-Edinburgh Pk Stn. Hourly frequency most of the day. Access mainly to employment, shopping, leisure	Monthly extensions
Waverley Travel	68	£74,000	46,000	50,000	Turnhouse - Gyle- Corstorphine - Parkgrove – Clermiston. Off-peak service, providing shopping opportunities for mainly elderly users. Sole public transport for Turnhouse	31/3/18
Waverley Travel	70	£15,000	5,000	6,000	Balerno-Currie-Riccarton-Gyle. Shopping opportunities, mainly for elderly residents not on a bus route. One return journey Wednesday and Friday, two returns Saturday	Jan 2016
Horsburgh	40/X40	£7,000	103,500 incl W Lothian		St John's - Ratho – RIE. WLC contract. 4 return journeys per day Ratho-Hospitals	31/3/16
Horsburgh	24	£50,500	24,000 incl W Lothian		Currie - St John's Hospital WLC contract. Six return journeys per day	31/3/16

Appendix 2 Outcomes of the Subsam assessment of existing services

	Access to employment	Access to hospitals	Access to GPs	Access to retail	Access to education	High unemployment in areas served	Early career access	Travel alternatives	Accessibility & usage	Access for older and disabled people	Social deprivation in areas served	Impact on carbon emissions	Function of service subsidy	Total Score	Total score without subsidy function	Subsidy per passenger trip
Criteria Weighting	1	2	2	2	2	3	1	40	25	4	3	5	10	100		
Operator & Route Number																
ECL 13	0.3	1.0	0.6	1.1	0.9	1.3	0.3	0.0	8.8	4.8	0.9	1.7	Stand alone	31.6	21.6	£1.64
LB 42	0.3	1.0	1.4	1.4	1.3	1.4	0.7	1.2	2.1	0.4	1.1	0.6	Frequency	16.0	13.0	£1.63
LB 38	0.3	2.0	0.8	1.0	1.0	1.9	0.1	1.2	6.6	2.6	1.5	1.7	Frequency	23.6	20.6	¶
Horsburgh 7	0.0	0.0	0.8	0.0	0.1	0.1	0.0	2.0	8.8	3.5	0.0	0.2	Frequency	18.5	15.5	£2.43*
LB 20	0.3	0.0	0.5	0.5	0.4	1.6	0.0	9.2	17.4	8.5	1.8	2.3	Frequency	45.5	42.5	£1.16**
LB 63	0.3	0.0	0.6	0.3	0.5	0.6	0.0	4.1	16.4	7.1	0.5	2.0	Stand alone	42.3	32.3	£1.15
Horsburgh 64	0.3	0.0	0.3	0.4	0.2	0.3	0.0	6.1	5.9	3.3	0.3	0.3	Stand alone	27.3	17.3	£4.30
First 18	0.3	1.0	0.8	0.9	1.0	2.8	0.0	1.8	15.6	6.3	3.0	3.4	Frequency	39.9	36.9	£0.54
Waverley 68	0.3	0.0	0.2	0.3	0.2	0.2	0.0	16.0	8.5	5.2	0.0	0.9	Stand alone	41.7	31.7	£ 1.61
Horsburgh 24	0.0	0.0	0.1	0.1	0.2	0.1	0.0	11.4	8.0	4.1	0.2	0.4	Frequency	27.6	24.6	£2.10*
Waverley 70	0.3	0.0	0.1	0.2	0.4	0.1	0.0	7.4	1.4	1.0	0.3	0.1	Stand alone	21.2	11.2	£2.86
LB 60	0.3	0.0	0.3	0.3	0.2	0.5	0.4	0.0	1.0	1.0	0.0	0.0	Stand alone	13.9	3.9	£5.29

*Estimate based on mileage in CEC area ** £0.96 if Tesco contribution is included ¶ Frequency enhancement, so no meaningful cost/trip comparison. However, an indicative cost/trip is £0.90

Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

Objections to Traffic Regulation Order TRO/14/15 Belgrave Place, Edinburgh

Item number	7.13
Report number	
Executive/routine	
Wards	5 - Inverleith

Executive Summary

On street communal bins were placed at various locations in the New Town during 2013-14 as part of the Council's Modernising Waste project. Some of the bins were placed in temporary locations, usually on yellow lines, pending a Traffic Regulation Order to amend parking in the affected streets. This was to allow the bins to be placed within parking bays to meet siting guidelines and TRO/14/15 was advertised in January/February 2015 which included two sites in Belgrave Place, Edinburgh. Three objections were received during this period, requesting that the bins remain in their current (temporary) locations in Belgrave Place. The purpose of this report is to uphold these objections and cancel the proposed parking amendments in Belgrave Place that were made in TRO/14/15.

Links

Coalition pledges	P44
Council priorities	CO17
Single Outcome Agreement	SO4

Objections to Traffic Regulation order TRO/14/15 Belgrave Place, Edinburgh

1. Recommendations

- 1.1 It is recommended that Committee agrees to cancel the amendments made to the Traffic Regulation Order (as described in TRO/14/15) in Belgrave Place.

2. Background

- 2.1 In January/February 2015, a Traffic Regulation Order (TRO) was advertised to implement waiting restrictions and amend permit and pay & display parking bays at various locations in the New Town for the purpose of introducing communal waste containers. These containers are part of the Modernising Waste project, which aims to containerise household waste to avoid the problems associated with refuse sacks.
- 2.2 Bins are being introduced in line with the Council's guidelines on the siting of communal waste containers.
- 2.3 Included within the report were proposals for Belgrave Place. Two bins are required to serve the 47 properties in this street. Initially they were placed in temporary locations on single yellow lines, one at the south end on the east side, close to the junction with Belgrave Crescent, and one opposite number 10/10a, also on the east side of the street. The permanent locations were to be within the parking bays as show on the attached plan (Appendix 1).
- 2.4 Three objections were made to the TRO for Belgrave Place.

3. Main report

- 3.1 During 2013, various streets within the New Town World Heritage Site were assessed using guidelines on siting on-street waste containers developed by Planning during the pilot phase of the Modernising Waste project. Due to the nature of the streets in the New Town, it is often necessary to amend parking provision to allow the siting of bins.

- 3.2 Belgrave Place was one of the streets assessed and two 3200 litre bins were required to serve the 47 residential properties. These were placed initially on single yellow lines and a TRO report was prepared to allow the bins to be re-located within the parking bays. This was to meet the planning guidelines for waste containers; 2 (b) – ‘...containers should be located on the carriageway so that they are integrated amongst parked cars.’
- 3.3 The TRO report was advertised from 23 January 2015 to 13 February 2015 and three objections were received regarding the proposal for Belgrave Place. The grounds for objecting were the placement of the bins in front of houses, and loss of parking in the street.
- 3.4 After consultation with local members, it was decided to leave the bins in their present locations on single yellow lines and cancel the proposed amendments to the TRO in Belgrave Place. The bins therefore will remain in the locations shown in Appendix 2, namely:
- 3.4.1 One 3200 litre bin on the single yellow line on the east side at the north end of the street.
- 3.4.2 One 3200 litre bin on the single yellow line on the east side at the south end of the street.

4. Measures of success

- 4.1 It is considered that introducing the bins to containerise refuse for collection will result in a reduction of the number of refuse sacks being ripped open by animals and the resulting litter being strewn across the street.

5. Financial impact

- 5.1 There will be no financial impact.

6. Risk, policy, compliance and governance impact

- 6.1 The Traffic Regulation Order will have allowed the bins to be placed in locations in Belgrave Place in line with the guidelines. Leaving the bins in their current location will make them more prominent, which may detract from the visual streetscape.

7. Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and there is no infringement of rights or impact on the duties under this act.

Transport and Environment Committee - 15 March 2015

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

9. Consultation and engagement

- 9.1 The Order was advertised for public consultation from 23 January 2015 to 13 February 2015 in line with TRO procedures. Three formal objections were received, including one from the Belgrave Place Residents Association.
- 9.2 Local members were consulted in October 2015 regarding the decision to cancel the proposed amendments. Those that responded had no concerns over the proposals.

10. Background reading/external references

- 10.1 Appendix 1 – Traffic Regulation Order TRO14/15 Belgrave Place plan.
- 10.2 Appendix 2 – Plan showing current locations of bins.

Paul Lawrence

Executive Director of Place

Contact: Steven Saunders, Professional Officer, Transport.

E-mail: steven.saunders@edinburgh.gov.uk | Tel: 0131 529 3907

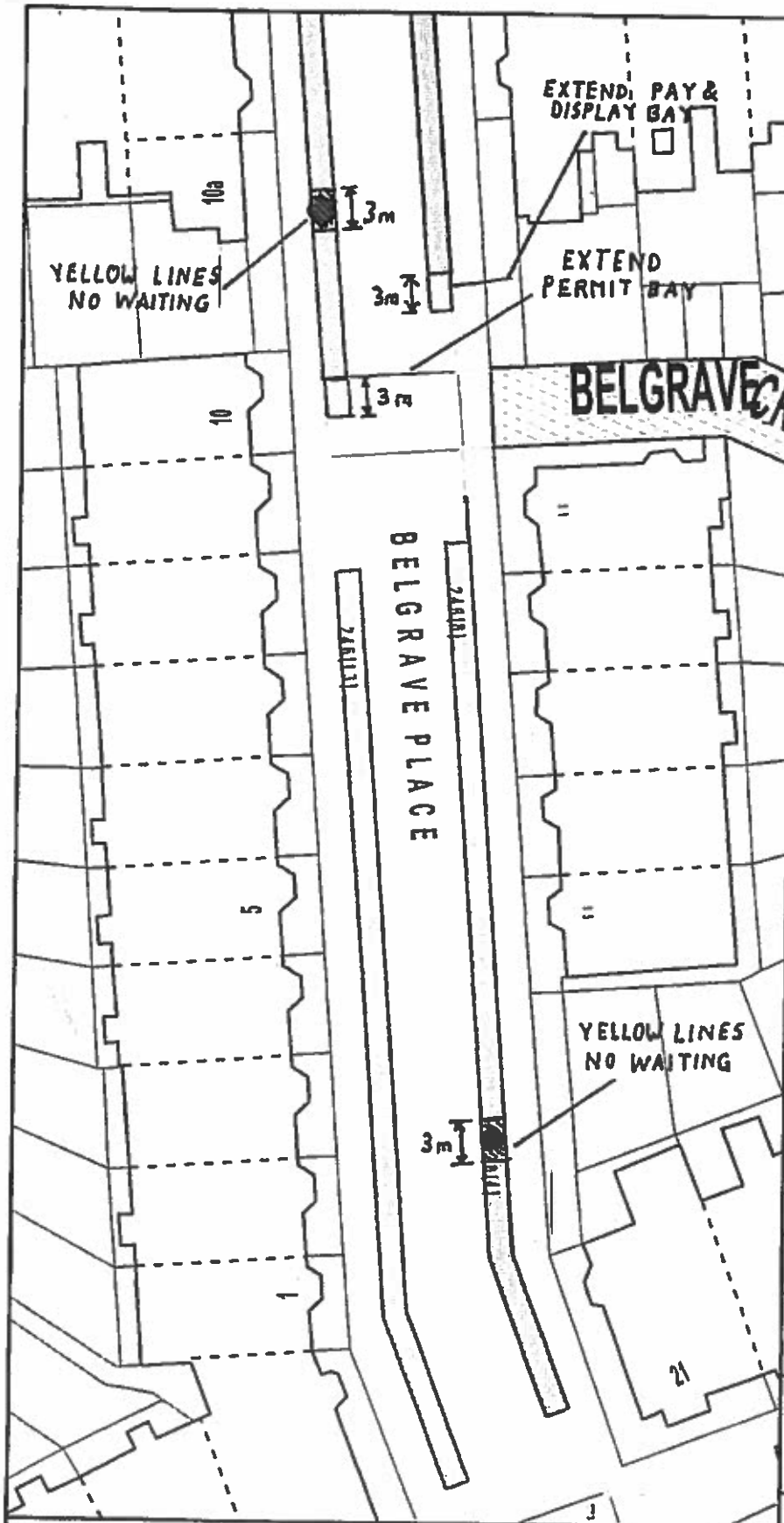
11. Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
Council priorities	CO17: Clean - Edinburgh's streets and open spaces are clean and free of litter and graffiti
Single Outcome Agreement	SO4: Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Traffic Regulation Order TRO14/15 Belgrave Place plan. Appendix 2 - Plan showing current locations of bins.

APPENDIX I

NOTES

● PROPOSED
LOCATION OF
BIN
(TRO 14/15)



BELGRAVE PLACE

Produced using Smartworld GIS

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• EDINBURGH •

THE CITY OF EDINBURGH COUNCIL
City Development Department,
1 Corstoun Street, Edinburgh EH1 1ZL
Tel 0131 200 2000

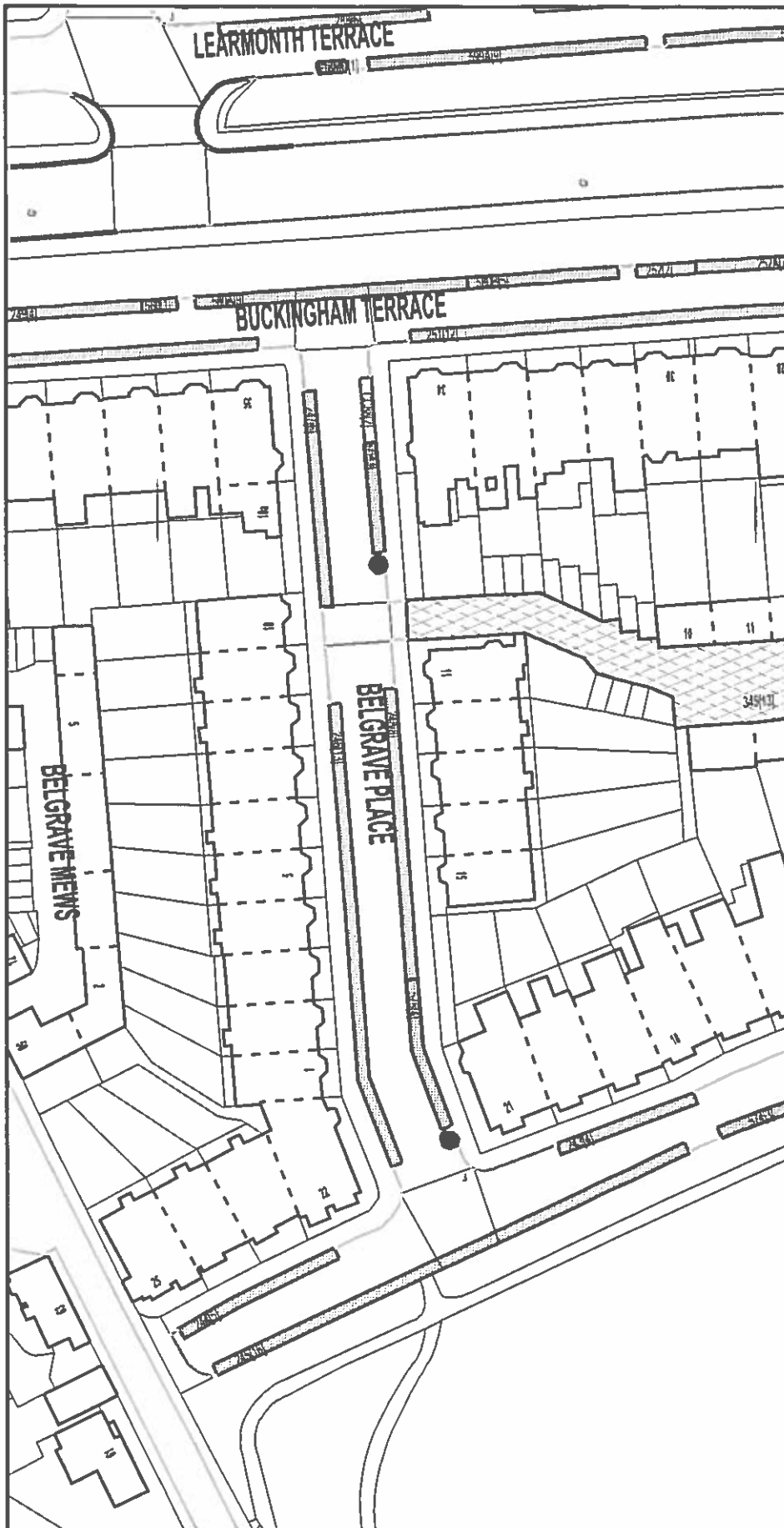
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Date: 29/01/14

Drawn By: **S. SAUNDERS**

Drawing No: **MW/NT/2/01**



NOTES

● CURRENT LOCATION OF BIN

 Produced using Smallworld GIS

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• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL
 City Development Department,
 1 Cockburn Street, Edinburgh EH1 1ZL
 Tel 0131 200 2000

Scale: 1:1000



Date: 22/09/15

Drawn By: **S. SAUNDERS**

Drawing No: **APPENDIX 2**

BELGRAVE PLACE

Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Objections to Proposed Disabled Bays – Oxgangs Library Car Park (TRO 13/13/49)

Item number	7.14
Report number	
Executive/routine	
Wards	8 – Colinton/Fairmilehead

Executive summary

The purpose of this report is to acknowledge the objection received to the proposed Traffic Regulation Order (TRO) and to recommend the withdrawal of the proposed order.

Links

Coalition pledges	
Council outcomes	CP11
Single Outcome Agreement	SO4

Objections to Proposed Disabled Bay – Oxgangs Library Car Park (TRO 13/13/49)

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the proposed TRO; and
 - 1.1.2 leaves the current bays as unenforceable until such a time that the new car park is constructed to include seven new disabled persons parking places with the associated TRO.

Background

- 2.1 As part of the city wide project to ensure that all required disabled person's parking places are legally enforceable, the existing two bays in the car park of Oxgangs Library were identified as requiring a TRO.
- 2.2 A TRO was raised for these bays and the formal process started, including the public consultation.
- 2.3 During this time the land including the car park was given planning permission for a new retail outlet under application 14/03807/FUL.
- 2.4 Due to the planned change in the configuration of the car park, resulting in the provision of a total of seven disabled person's parking places, including three dedicated disabled parking places for library users, the initial TRO was found to be redundant.

Main report

- 3.1 To comply with the Disabled Person's Parking Places (Scotland) Act 2009 and as part of the City of Edinburgh Council's commitment to provide suitable parking opportunities for people with mobility difficulties, a city wide audit of disabled person's parking places was undertaken. The focus of this audit was to identify existing bays which required an associated TRO so that vehicles not displaying a blue badge could be prevented from occupying those spaces.

- 3.2 As part of the above process, two bays were identified in the car park of Oxgangs Library which required a TRO to be promoted. In the intervening time, between the TRO being promoted and advertised, a planning application was made to develop the site including the existing car park to form a retail outlet with associated car parking (see Appendix One).
- 3.3 During the advertising of the TRO for the two disabled person's parking places, an objection was received from the local Community Council in February 2015. This stated that the bays would be removed as part of the new development leaving the TRO redundant. This was viewed as being an inappropriate use of resources, particularly in light of the fact that the new development made provision for seven disabled person's parking places in the newly configured car park, with three parking places dedicated for library users.
- 3.4 It is considered that the objection is valid and the TRO should be withdrawn pending completion of the planning process and subsequent creation of a new car park with associated disabled person's parking places. The transfer of the site to the retail outlet is anticipated to be completed in Spring 2016.

Measures of success

- 4.1 A greater level of parking amenity for those people who have mobility difficulties.
- 4.2 A reduction in financial responsibility on the City of Edinburgh Council by the withdrawal of the proposed TRO and associated line marking and signage installation.

Financial impact

- 5.1 There is a positive financial impact for the City of Edinburgh Council as the funds of £600 previously set aside for this TRO and associated implementation can now be used to deliver alternative roads maintenance projects within the South West Neighbourhood.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties; there is no direct positive or negative impact on these duties arising from this report.

- 7.2 The proposals aim to better improve the parking amenity for blue badge holders with little impact on other groups.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below:
- 8.1.1 The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - 8.1.2 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - 8.1.3 The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 The TRO was formally advertised during the period 13 February 2015 to 6 March 2015 and involved a public consultation through advertising in the local press, on site and are available for viewing at the City of Edinburgh Council offices.
- 9.2 Local Councillors and Community Councils have been informed of the proposal to withdraw the current TRO in favour of the provision of disabled person's parking places in the future site. No additional objections to this course of action have been received.

Background reading/external references

Planning Application 14/03807/FUL (<https://citydev-portal.edinburgh.gov.uk/idoxpa-web/caseDetails.do?keyVal=NCCIZVEW0IL00&caseType=Application>)

Paul Lawrence

Executive Director of Place

Contact: Dr Andy Edwards, Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Links

Coalition pledges

Council outcomes [CP11 – An accessible connected city.](#)

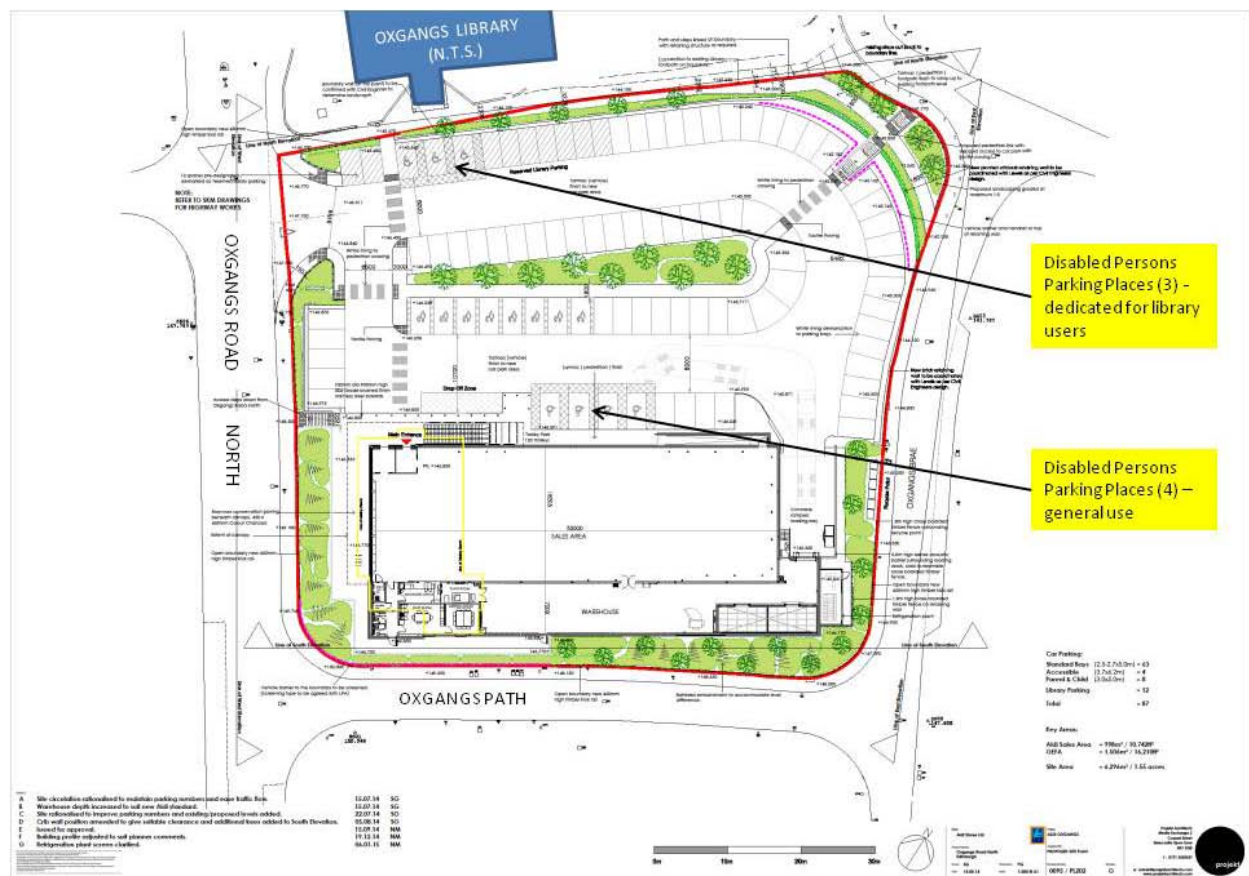
Single Outcome Agreement [SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.](#)

Appendices
Appendix One – Current layout of site with library car park and existing disabled bays marked.
Appendix Two – Drawing of site submitted with planning application 14/03807/FUL with superimposed outline of library building (not to scale)

Appendix One – Current layout of site with library car park and existing disabled bays marked.



Appendix Two – Drawing of site submitted with planning application 14/03807/FUL with superimposed outline of library building (not to scale).



Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Objections to Proposed Waiting Restrictions – Kirkgate, Currie (TRO 13/55F)

Item number	7.15
Report number	
Executive/routine	
Wards	2 – Pentland Hills

Executive summary

The purpose of this report is to acknowledge the objections received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of the Kirkgate, Currie and to recommend the withdrawal of the proposed order at this time (see Appendix One).

Links

Coalition pledges	P33
Council outcomes	CP4 & CP11
Single Outcome Agreement	SO4

Objections to Proposed Waiting Restrictions – Kirkgate, Currie (TRO 13/55F)

Recommendations

- 1.1 It is recommended that the Committee sets aside the proposed TRO in order that a more comprehensive public consultation on the proposals can be carried out, prior to a new TRO being proposed.

Background

- 2.1 A request was received from a local Councillor on behalf of a resident relating to concerns about parking, and a negative traffic flow in the surrounding area while events are being held at the Currie Kirk.
- 2.2 The purpose of the TRO was intended to improve local traffic flow by reducing inappropriate parking which reduces the road width and causes unnecessary congestion.
- 2.3 Following the legal advertising of the proposed TRO, a number of objections and concerns were raised. These led to the South West Roads Team meeting the local Community Council, and a local Councillor to discuss the proposals. As a result it was agreed to recommend withdrawing the TRO and consulting with the wider community on the extent of restrictions which should be implemented.

Main report

- 3.1 Concerns were raised by a resident to the South West Roads Team via a local Councillor regarding traffic flow and inappropriate parking at Kirkgate, Currie in August 2013. The parking situation was subsequently monitored and assessed in September and October 2013.
- 3.2 Proposals were drawn up to introduce waiting restrictions in the area in order to eliminate inappropriate parking and improve traffic flow (see Appendix One).

- 3.3 During the legal advertising of the TRO, a number of objections were received to the proposed restrictions. These objections highlighted concerns that the restrictions did not serve properly the needs of the local community or users of the facilities in the immediate area, the Currie Kirk, during times when various events were being held.
- 3.4 Due to the nature of the concerns raised, the range of views expressed and the varying needs of both the local community and user groups of the Kirk, it was deemed that amending the original proposals would not introduce an outcome which would best balance the needs of all groups, and keep traffic on the road network free flowing. Therefore it is recommended that the current TRO proposal should be withdrawn and the consultation process started afresh. A new TRO will be progressed through the statutory process once a wider consultation is carried out.
- 3.5 There are no immediate safety concerns which result from the continuation of the current situation, until a new TRO is proposed and implemented.

Measures of success

- 4.1 Better consultation with the local community and users of local facilities resulting in a greater sense of engagement.
- 4.2 Suitable restrictions which assist with traffic flow reduce congestion and provide a suitable arrangement for users of the local facilities and local residents during event times.

Financial impact

- 5.1 Negligible financial impact from withdrawing the TRO and cost of promoting a new order.
- 5.2 Cost for the new TRO and associated signage and line markings will be met from within the existing South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties; there is no direct positive or negative impact on these duties arising from this report.

- 7.2 The proposals aim to engage better with the local community and facility users, and ultimately enhance safety for road users and pedestrians. As such, the contents of this report enhance the right to physical security by improving the right to a safe environment. This will have a minimal negative impact on the standard of living due to the loss of parking amenity.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below:
- 8.1.1 The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - 8.1.2 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - 8.1.3 The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 A request was received from a member of the public via a local Councillor for the location to be assessed, due to experience of congestion and a negative impact on traffic flow caused by inappropriate parking.
- 9.2 The TRO was formally advertised during the period 12 December 2014 to 16 January 2015 and involved a public consultation through advertising in the local press and on site. The proposal was made available for viewing at the City of Edinburgh Council offices. While advertised, a number of objections were received to the proposals and the content of these objections is discussed above.
- 9.3 Further engagement with the local community, users of the local Kirk and local Community Councillors is desired and planned by the South West Roads Team to progress a TRO which best balances the needs of all groups and also keeps traffic on the road network free flowing.

Background reading/external references

None.

Paul Lawrence

Executive Director of Place

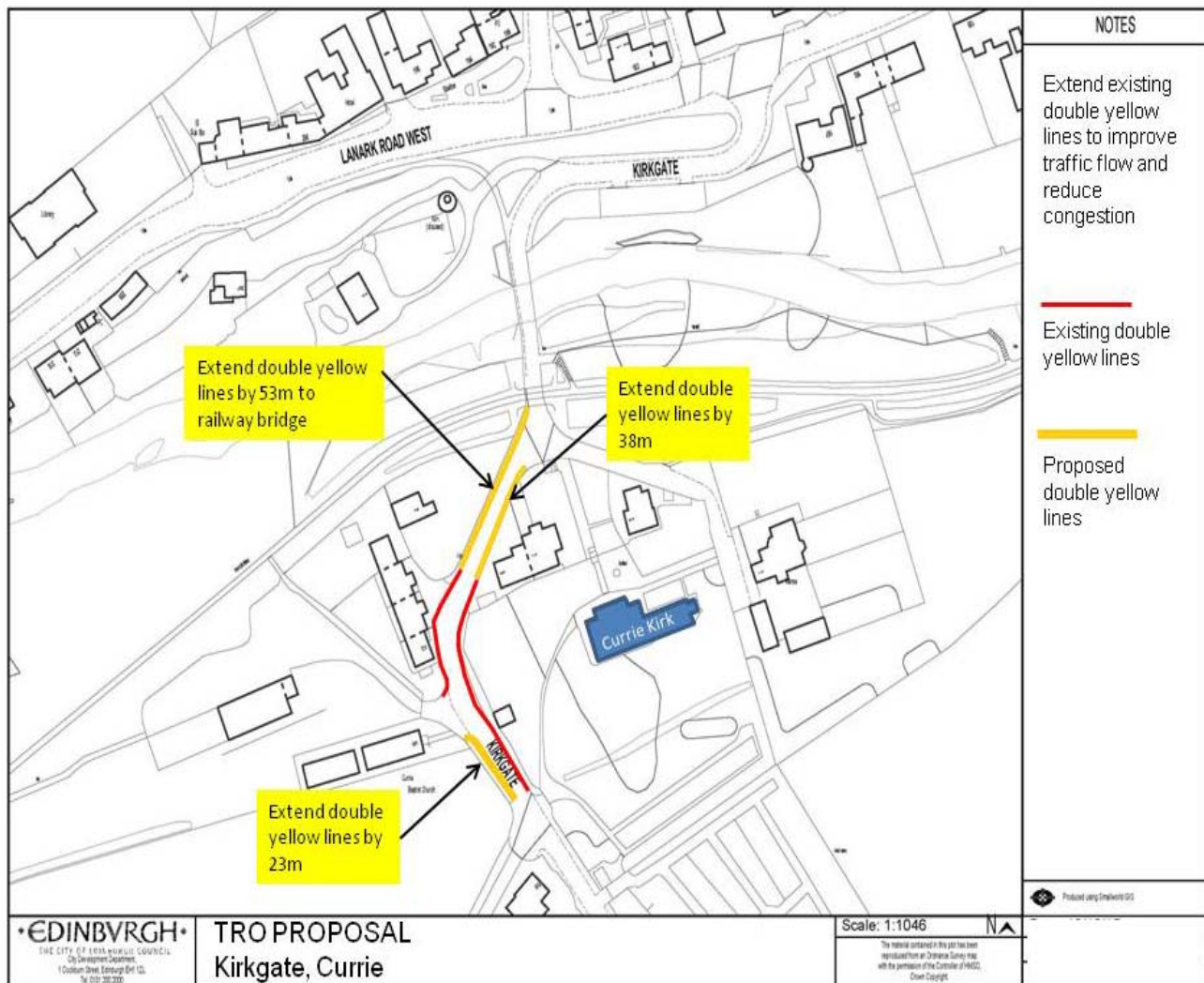
Contact: Dr Andy Edwards, Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Links

Coalition pledges	<u>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</u>
Council outcomes	<u>CP4 – Safe and empowered communities.</u> <u>CP11 – An accessible connected city.</u>
Single Outcome Agreement	<u>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</u>
Appendices	Appendix One – Plan of the TRO Proposals.

Appendix One – Plan of the TRO Proposals



Transport and Environment Committee

10.00 am, Tuesday, 15 March 2016

Objections to Proposed Waiting Restrictions – Pentland Drive at Pentland View (TRO 13/55/F)

Item number	7.16
Report number	
Executive/routine	
Wards	8 – Colinton/Fairmilehead

Executive summary

The purpose of this report is to acknowledge and set aside the objection received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Pentland Drive at the Junction with Pentland View (see Appendix One).

Links

Coalition pledges	P33
Council outcomes	CP4 & CP11
Single Outcome Agreement	SO4

Objections to Proposed Waiting Restrictions – Pentland Drive at Pentland View (TRO 13/55/F)

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 acknowledges that the objection against the TRO has been considered; and
 - 1.1.2 sets aside the objection to the TRO and approves the implementation of the waiting and loading restrictions.

Background

- 2.1 Representation was made by a member of the public in August 2013 to the Traffic Orders Team, Services for Communities, regarding the negative impact on safety caused by the obstruction of sightlines when exiting Pentland Drive onto Pentland View/Swan Spring Avenue.
- 2.2 Through site visits by local staff, it was noted that road safety for all users could be improved by maintaining sightlines for vehicles exiting and entering this junction and for pedestrians crossing the carriageway at this location.
- 2.3 Following assessment, proposals were drawn up to introduce double yellow line waiting and loading restrictions at the junction.
- 2.4 The TRO was formally advertised during the period 12 December 2014 to 16 January 2015. One response was received objecting to the proposals.

Main report

- 3.1 In August 2013, concerns were raised to the Traffic Orders Team by a member of the public regarding sightlines and safety for road users at the Pentland Drive and Pentland Road junction.
- 3.2 The sightlines and parking situation were monitored and assessed by the South West Roads Team in September and October 2013 for a three week period and the reported issues were observed.

- 3.3 Proposals were drawn up to introduce waiting restrictions at the junction of Pentland Drive/Swan Spring Avenue and Pentland View (see Appendix One). These were designed to enhance safety for both road users and pedestrians, by eliminating inappropriate parking, ensuring unobstructed sightlines and improving local traffic flow.
- 3.4 During the assessment it was recognised that due to the width of the carriageway the proposed restrictions would need to extend further than normally recommended to improve sightlines and traffic movements.
- 3.5 It is not feasible to improve safety or sightlines at the location through any means other than waiting restrictions, due to the fact that the site is bounded by privately owned land. Furthermore, it is not possible to widen the existing carriageway and footway widths to improve sightlines while retaining on street parking at the location.
- 3.6 One objection was received to the proposed restrictions. The objector felt that the restrictions were unnecessary and that good sightlines already existed; the restrictions would displace parked vehicles to other local areas; it would affect users of the local play park detrimentally as they would have further to walk and that it may increase traffic speed at the junction.
- 3.7 A Freedom of Information (FOI) request was subsequently received in relation to the proposals by the party that lodged the objection. This raised questions about the lack of physical documentation of the monitoring process and legal advertising of the TRO. The Traffic Orders Team has confirmed that all of the legal requirements for the processing and advertising of the TRO have been met and, should the order be made, it will be enforceable. The South West Roads Team has taken on board comments regarding evidencing any periods of assessment, and has instigated a new recording process in this respect. The South West Roads Team has provided responses to the questions raised in the FOI request and a rationale on the need for restrictions.
- 3.8 During the consultation period for the TRO, correspondence was received from the local Community Council which stated their support of the proposed waiting restrictions. In this letter of support, a request was made to add further restrictions at the entrance to the cul-de-sac of Pentland Drive, numbers six to thirty two. The request for these additional restrictions was assessed but found to be excessive and therefore not progressed.
- 3.9 It is the South West Roads Team's opinion that this TRO should be progressed in the interests of the safety of local road users and pedestrians.
- 3.10 Extensive, unrestricted, parking exists in the local area and many local properties have dedicated off street parking. For these reasons, it is not envisaged that the proposed restrictions will have a significant detrimental effect on parking locally.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 Improved access to dropped crossings for pedestrians.
- 4.4 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signage at the location.
- 5.2 The cost can be met from within the existing South West Neighbourhood revenue budget 2016/17.
- 5.3 It is anticipated to be in the region of £600.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties; there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians, as such the contents of this report enhance the right to physical security by improving the right to a safe environment. This has a minimal negative impact on the standard of living due to the loss of parking amenity.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
 - 8.1.1 The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;

- 8.1.2 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
- 8.1.3 The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 A request was received from a member of the public for the location to be assessed due to perceived safety concerns caused by inconsiderate parking at this junction.
- 9.2 The TRO was formally advertised during the period 12 December 2014 to 16 January 2015 and involved a public consultation through advertising in the local press and on site. The TRO documents were made available for viewing at the City of Edinburgh Council offices. While advertised, one response was received objecting to the proposals, the content of this objection is detailed above.
- 9.3 During the process of proposing the TRO, correspondence was received from the local Community Council which stated its support of the proposed waiting restrictions.
- 9.4 Community Councils, local Councillors and emergency services have also been consulted with no objections being received.

Background reading/external references

None.

Paul Lawrence

Executive Director of Place

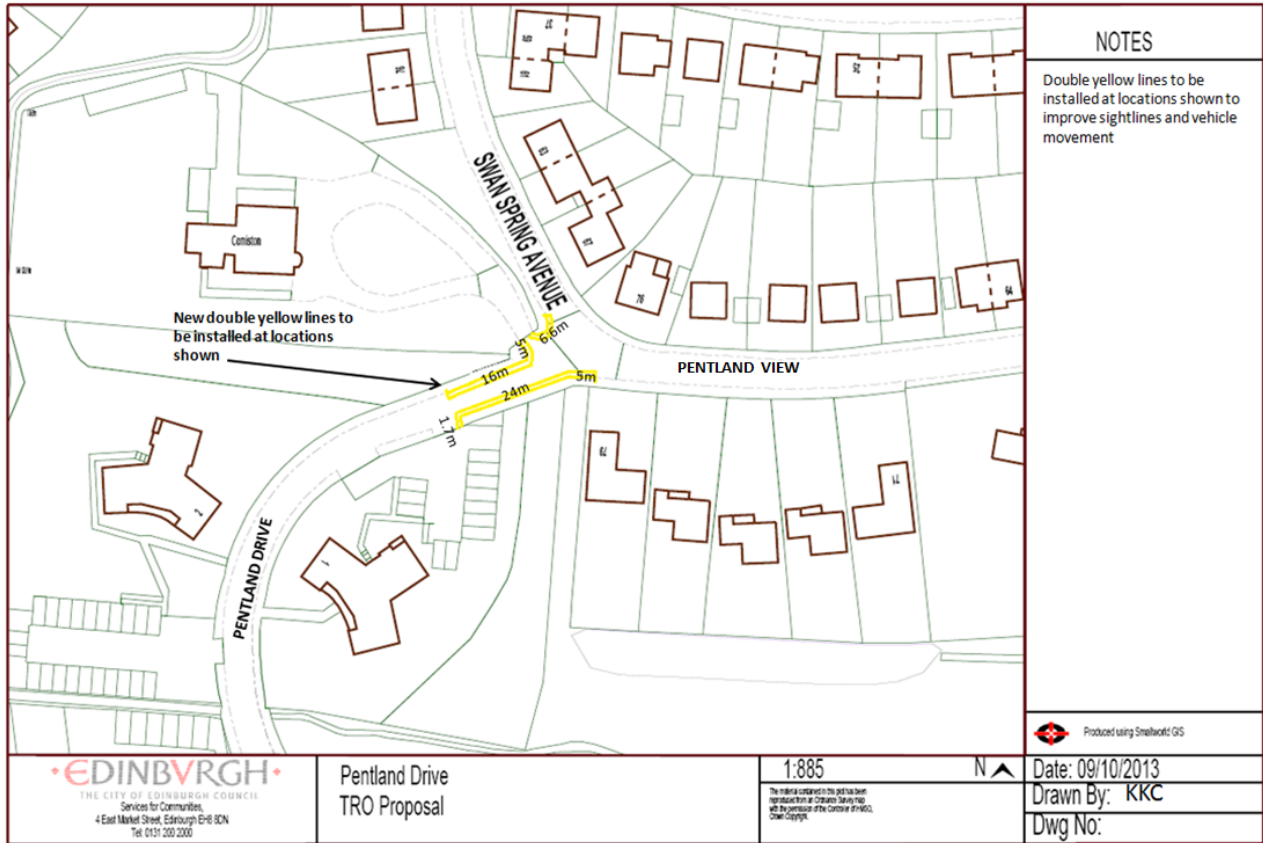
Contact: Dr Andy Edwards, Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Links

Coalition pledges	<u>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</u>
Council outcomes	<u>CP4 – Safe and empowered communities.</u> <u>CP11 – An accessible connected city.</u>
Single Outcome Agreement	<u>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</u>
Appendices	Appendix 1 – Plan of the TRO proposals.

Appendix One – Plan of the TRO Proposals



Transport and Environment Committee

10am, Tuesday, 15 March 2016

Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt - referral from the Petitions Committee

Item number	7.17
Report number	
Wards	Sighthill/Gorgie

Executive summary

The Petitions Committee on 3 February 2016 considered a report by the Chief Executive outlining the petition 'Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt'. The Committee agreed to refer the petition to the Transport and Environment Committee for consideration.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Appendix 1 – Petitions for Consideration Overview Report

Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt - referral from the Petitions Committee

Terms of referral

- 1.1 On 3 February 2016 the Petitions Committee considered a report outlining the petition 'Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt'.
- 1.2 The Petitions Committee agreed:
 - 1.2.1 To refer the petition 'Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt' to the Transport and Environment Committee on 15 March 2016 for consideration.
 - 1.2.2 To refer the petition to the South West Neighbourhood Partnership for information.
 - 1.2.3 To request that a progress update be included in the Petitions Committee Business Bulletin in 6 months time.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to:
 - 2.1.1 Consider the content of the petition 'Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt' included within the attached report by the Chief Executive.

Background reading / external references

The Petitions Committee 3 February 2016.

Kirsty-Louise Campbell

Interim Head of Strategy and Insight

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Petitions Committee

2.00pm, Wednesday 3 February 2016

Petitions for Consideration: Overview Report

Item number	6.1
Report number	
Wards	All/ Sighthill/Gorgie

Links

Coalition pledges	
Council outcomes	CO23 & CO26
Single Outcome Agreement	

Andrew Kerr

Chief Executive

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Executive Summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider three petitions at this meeting.

Valid petitions -

Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt

A valid petition entitled 'Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt' has been received. The petition received 383 signatures.

Details of the petition are set out in appendix one.

Re-Union Canal Boats location at Fountainbridge

A valid petition entitled 'Re-Union Canal Boats location at Fountainbridge' has been received. The petition received 270 signatures.

Details of the petition are set out in appendix one.

Charges relating to The Civic Government (Scotland) Act 1982 (Licensing of Skin Piercing and Tattooing) Order 2006

A valid petition entitled 'Charges relating to The Civic Government (Scotland) Act 1982 (Licensing of Skin Piercing and Tattooing) Order 2006' has been received. The petition received 292 from individuals and 59 signatures from businesses.

Details of the petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petitions:

- 1.1 Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt as set out in 6.1(a) of Appendix one.
- 1.2 Re-Union Canal Boats location at Fountainbridge as set out in 6.1(b) of Appendix one.
- 1.3 Charges relating to The Civic Government (Scotland) Act 1982 (Licensing of Skin Piercing and Tattooing) Order 2006 as set out in 6.1(c) of Appendix one.

Measures of success

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

Financial impact

There are no financial impacts arising from the consideration of the petitions.

Equalities impact

There are no equalities impacts arising from the consideration of the petitions.

Sustainability impact

There are no sustainability impacts arising from the consideration of the petitions.

Consultation and engagement

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

Background reading / external references

[Petitions webpages](#)

[Council Webcasting](#)

Links

Coalition pledges

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

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date made available for signatures	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
6.1(a)	12 November 2015	<p><u>Call on the Council to invest in improved facilities and to increase the number of inspections to tackle dog dirt</u></p> <p>Friends of Westfield Park are seeking the Council's support and investment to improve facilities, tackle problem dog fouling, and ensure that the Friends and Residents can enjoy a park that is safe clean, well used facility now and in the future.</p> <p>With the support of the Local Authority, the enthusiasm of Local Businesses, and the energy of Westfield Residents, we are keen to organise and regenerate the Park. We require advice, guidance and coordination to assist in producing designs and costings for a renovated park which we will seek to finance and deliver through the support from local business, grants from a number of charities and organisations which support the regeneration of parks and the time residents are able to volunteer.</p>	Sighthill/Gorgie	383 signatures

Item Number	Date made available for signatures	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
6.1(b)	19 October 2015	<p><u>Re-Union Canal Boats location at Fountainbridge</u></p> <p>Re-Union Canal Boats Ltd, a social enterprise working with communities, has had a presence at Lochrin Quay for the last 3 years, acting as a hub for canal based activities and providing a crucial connection with the canal as a working waterspace. It organises the Canal Festival each year which attracts thousands of local people and visitors and has brought life to Edinburgh Quay.</p> <p>The Edinburgh Union Canal Strategy of 2011 commends its work and has as one of its aims to increase the use of the canal as a waterspace.</p> <p>There is much concern locally that Re-Union has lost its canal-side location as premises in Edinburgh Quay are occupied by commercial businesses who can pay the higher rents but have little connection to the canal.</p> <p>Having Re-Union in a canal-side location is crucial if the benefits of the canal in the centre of our city are to be realised and should be a priority for the delivery of development at Fountainbridge. The Council is a major landowner in the area and through EDI is leading on the development of the site at Fountainbridge. I call upon the Council and EDI, as a matter of priority to develop options to secure both short term premises for Re-Union and a lasting presence in the Fountainbridge canal -side site.</p>	All	270 signatures

Item Number	Date made available for signatures	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
6.1(c)	6 November 2015	<p><u>Charges relating to The Civic Government (Scotland) Act 1982 (Licensing of Skin Piercing and Tattooing) Order 2006</u></p> <p>We petition the council to lobby The Scottish Government on our behalf to amend the legislation to exempt British Acupuncture Council (BAcC) members from the provisions of the skin piercing regulations.</p> <p>BAcC members abide by stringent codes of conduct and professional standards which exceed the conditions laid out in the regulations. As health professionals acupuncturists often work with clients on very low incomes or on benefits and many work on a part time basis. The high costs of the licence may make low-income work impossible. Often these clients are experiencing severe pain or mental health issues.</p> <p>We also ask as a matter of urgency for the Edinburgh City council to reduce the cost to previous levels and only increase in line with inflation instead of a 150% increase.</p> <p>The Civic Government (Scotland) Act 1982 (Licensing of Skin Piercing and Tattooing) Order 2006 was, until earlier in 2015, charged at a rate of £218 for a renewal of a skin piercing licence. The cost has risen to £500. This is excessive and damaging to the freedom to carry out a legitimate acupuncture business. We carry out beneficial work for the health of the community and this is being hampered by the high cost of the licence. The increase has meant that some acupuncturists have had to consider ceasing to work in Edinburgh.</p>	All	292 (individual) & 59 (businesses) signatures

Transport and Environment Committee

10:00am, Tuesday, 15 March 2016

Cleanliness of the City

Item number	8.1
Report number	
Executive/routine	Routine
Wards	All

Executive summary

This report updates Committee on a range of performance measures, including LEAMs, CIMs and Confirm, concerned with the cleanliness of Edinburgh's streets and open spaces.

The citywide CIMS score assessed by KSB in December 2015 is 74 with 97% of streets clean. Fifteen out of 17 Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Twelve of those Wards achieved 72, or above, meeting the Council's high standard for cleanliness. Fifteen Wards achieved a percentage clean result of 95% or above and out of those eleven achieved a 100% clean result. A total of 441 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; and the development of a litter action plan and a city wide litter campaign.

Links

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

Cleanliness of the City

Recommendations

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

Background

- 2.1 A range of Performance Indicators (PI's) is used throughout the year to monitor the standard of cleanliness across Edinburgh's streets and open spaces. These PI's are addressed at alternating times throughout the calendar year, and consist of Local 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. The National Cleanliness Benchmarking Report 2014-2015 produced by Keep Scotland Beautiful is presented here.
- 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 December 2015, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness. Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). The following photographs depict the visual impact of an 'A' to a 'D' grade street:



Grade A These areas have no litter or refuse on the street, on the pavement, in gutters or at back lines. There were 87 (20%) Grade A streets observed within the December 2015 assessment.



Grade B These areas are clean apart from a few small items of litter. There were 339 (77%) Grade B streets observed within the December 2015 assessment.



Grade C These areas show accumulations of litter at back lines, kerbs and in between parked cars. There were 12 (3%) Grade C streets observed within the December 2015 assessment.



Grade D Streets are visibly and obviously heavily littered, with significant litter and refuse items. There were 3 (1%) Grade D assessments observed in the December 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 information from different sources to provide a robust overview of those areas where there is a significant fouling problem and the Council's response. These indicators include the number and distribution of dog fouling complaints received, the number of Fixed Penalty Notices (FPNs) issued for dog fouling, the percentage of CIMS transects containing dog fouling and the annual Edinburgh Peoples survey results.
- 2.7 A Parks Quality Score is produced annually for each of Edinburgh's parks using the Green Flag judging criteria. These scores are compared to the Edinburgh Minimum Standard which has been developed to benchmark our parks and record how they are improving. A range of criteria is assessed including litter and dog fouling, which can provide data on the cleanliness of the city's parks.

Main report

Confirm on Demand data

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

Neighbourhood	Number of enquiries received	% of enquiries dealt within agreed timescale	CEC Target
City Centre & Leith	454	62%	85%
East	195	79%	
North	240	52%	
South	236	97%	
South West	387	88%	
West	171	75%	
Total	1683	65%	

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

- 3.2 Two neighbourhoods (South and South West) achieved the target of 85% for dealing with enquiries within the given timescales. Citywide the target was not met with only 65% of enquiries being dealt within the given timescales.
- 3.3 The largest numbers of requests received were for dumping/fly-tipping (592 requests) and litter (455 requests).

Enquiry type	Number of enquiries received
Dumping/fly-tipping	592
Litter	455
Street cleaning request	196
Dog fouling	152
Leaves	98
Bin full	45
Broken glass	34
Bin Repair	28
Dead Animal	20
Needles	14
Graffiti (non-offensive)	11
Graffiti (offensive)	11
Spillage of fluids	8
New bin request	6
Weeds	4
Public Conveniences (including cleaning, closures, repair and safety)	2
Clear up of Road Traffic Accidents	3
Total	1683

Table 2: Enquiries received by the public in December 20151

LEAMS – National Cleanliness Benchmarking Report 2014-2015

- 3.4 The information presented in KSB’s National Benchmarking Report sets out the findings of LEAMS on the local environmental quality of Scotland. This is the 12th such report to present the results of a survey of 13,253 randomly selected sites from across Scotland’s local authority areas.
- 3.5 The report highlights that since 2003, LEAMS has been used by local authorities as a Best Value key performance indicator. It forms the basis of evidence of performance in street cleansing and provides vital management information to support service reviews and service improvements. Importantly, LEAMS has allowed KSB and the local authorities to measure trends and has helped local authorities to improve, year on year, street cleanliness and the local environmental quality of our local communities.
- 3.6 The 2014/2015 report finds that KSB is no longer able to report the upward trend of continuous improvement. For the first time since records began, Scotland’s cleanliness indicator has declined. KSB suggest the reasons for this are complex but are almost certainly linked to increased pressure on public spending, local environmental quality having a lack of strategic prominence and sections of the public who continually litter, fly-tip, don’t pick up their dog mess etc.

CIMS survey results

- 3.7 The results of the December 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	90%	68	67	72	95%
East	98%	77			
North	100%	75			
South	98%	72			
South West	97%	77			
West	99%	74			
City wide	97%	74			

Table 3: Summary of September 2015 CIMS street cleanliness results

Survey date	Citywide score	
	% streets clean	CIMS
December 2014	96%	71
March 2015	98%	76
June 2015	95%	74
September 2015	93%	69
December 2015	97%	74

Table 4: Trend data for % street clean and CIMS score

- 3.8 Table 4 shows the CIMS scores and % streets clean scores from the past 5 surveys covering the period December 2014 to December 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.
- 3.9 Fifteen Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Twelve of those Wards achieved 72, or above, meeting the Council’s standard for cleanliness. The source of 79% of the litter noted within the survey was pedestrian related.
- 3.10 The highest percentage of litter noted by type within the survey was smoking related litter, which was noted in 57% of the streets surveyed.
- 3.11 There were three D grade streets surveyed in the December assessment. One of these was in the City Centre Neighbourhood (Ward 11) and the other two were located in the South West Neighbourhood (Ward 7). These were due to accumulation of domestic and trade waste, including fly-tipping at communal bins.

City Centre and Leith Neighbourhood

Ward	% Streets Clean	CIMS Score
11	79%	59
12	100%	73
13	100%	78
Overall	90%	68

East Neighbourhood

Ward	% Streets Clean	CIMS Score
14	96%	80
17	100%	74
Overall	98%	77

North Neighbourhood

Ward	% Streets Clean	CIMS Score
4	100%	70
5	100%	78
Overall	100%	75

South Neighbourhood

Ward	% Streets Clean	CIMS Score
10	100%	73
15	96%	75
16	97%	71
Overall	98%	72

South West Neighbourhood

Ward	% Streets Clean	CIMS Score
2	100%	83
7	88%	73
8	100%	91
9	100%	73
Overall	97	77

West Neighbourhood

Ward	% Streets Clean	CIMS Score
1	97%	79
3	100%	72
6	100%	70
Overall	99%	74

Dog Fouling Framework

East Neighbourhood

- 3.12 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 FPNs 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.

South Neighbourhood – Don't Blame the Dog Campaign

- 3.13 The South Neighbourhoods "Don't Blame the Dog" Campaign began on Thursday 5 November in Burdiehouse Burn Park. The campaign involved a press launch attended by Councillor Lesley Hinds, and was supported by social media, posters, lamp-post wraps, bin stickers and pavement stencils.
- 3.14 The campaign involved joint patrols with Community Safety Officers and Police Scotland, and was in operation for at least two full days every week. CCTV was also employed to target hotspots around the Moredun multi-storey flats, and three libraries in the area also stocked free samples of "smart scoops" to assist people in tidying up after their dog.
- 3.15 The above approach meant the South Teams Environmental Wardens encountered many dog owners out with their dogs, and in all instances they were observed to pick up after their pets. Therefore although no fixed penalty notices were served, staff feedback indicated that the press launch along with the new signage had a positive effect in encouraging dog walkers to do the right thing and for other residents/ public to be more aware of the behaviour of dog walkers.
- 3.16 The 'Don't Blame the Dog' Campaign is due to be repeated in the South Area during the lighter spring and summer months.

West Neighbourhood Dog Fouling Initiative

- 3.17 The West Neighbourhood began its dog fouling initiative on the 13 January, targeting identified hotspots around South Queensferry, Kirkliston, Ratho and Clermiston including parks, recreation areas and sports fields. The initiative will be ongoing until the end of March, and involves partnership working with Police Scotland, CCTV, Community Safety Teams, Parks Officers and Partnership Development Officers. The initiative is also being supported by local community groups, including the Friends of Ferry Glen who have also joined the National Green Dog Walkers Scheme.

Dog Fouling Complaints

- 3.18 From the 1 November 2015 to 31 January 2016, there were a total of 396 dog fouling complaints received by the Environmental Wardens. This figure is identical for the same period over 2014/15, and represents a small increase of 3 complaints or 0.8% over the same period for 2013/14.

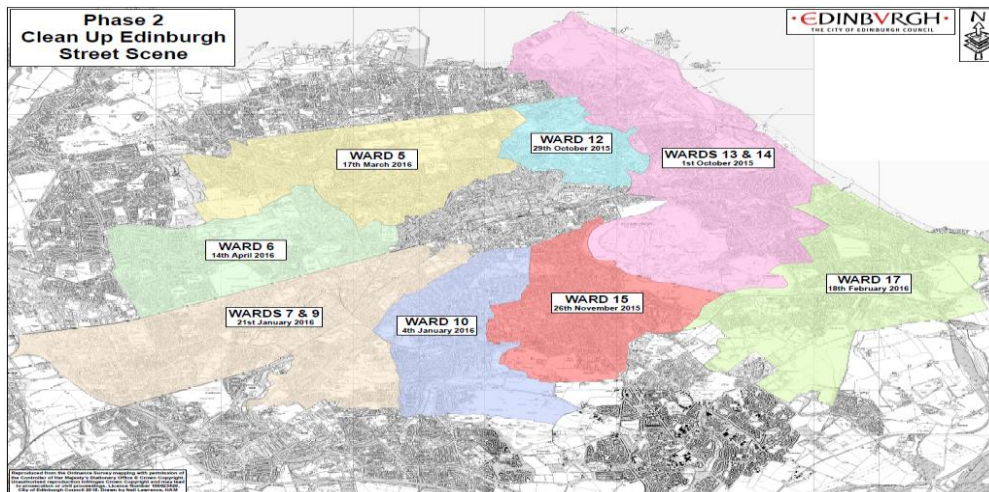
Dog Fouling Fixed Penalty Notices

- 3.19 During the reporting period of 1 November 2015 to 31 January 2016, 9 FPNs were issued across all 6 neighbourhood areas. This compares to 21 issued in the same period in 2013, and 15 issued in 2014.

Citywide and Local Action and initiatives

City wide implementation of Trade Waste Strategy

- 3.20 Phase 2 of the Street Scene Project started in October 2015 and to date the new trade waste policy has been implemented in Wards 7, 9, 10, 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.
- 3.21 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 owner's attention on the waste they produce and how they dispose of it. This has helped to contribute to an increase in recycling of commercial waste across the city centre as reported by the 17 waste carriers operating in Edinburgh.
- 3.22 The citywide rollout to improve the management of trade waste has moved beyond the City Centre and Leith Neighbourhood and the local teams are working with colleagues in the Environment Service Support Unit to maximise the environmental benefits. This work will also help equip the teams with the necessary skills and experience to manage the process going forward.



Map 1: Roll-out of new trade waste policy Phase 2

3.23 The East Neighbourhood Team continue to work with Waste colleagues to tackle ongoing issues encountered as a result of changes to waste collection arrangements such as bins left out on the street, contaminated and uncollected waste and overflowing bins. New communal bins have been installed in the Magdalene area with associated educational visits and communications to residents. Waste Services have committed to reassessing certain streets in the Lochend area to determine whether communal bins would be better suited to the property type and resident needs.

Local and national litter campaigns

- 3.24 The Council's Community Protection Team, Open Space Strategy Team and Communications Team have submitted an application to Zero Waste Scotland for their Litter Communications Fund. This funding will allow the Council to utilise communications materials that are specifically designed to target localised areas such as parks and beaches.
- 3.25 By using appropriate and targeted communication messaging the project team aim to raise the awareness of residents, visitors and businesses with regards to different types of litter and the impact it has on specific environments; which will encourage the responsible disposal of litter and unwanted items.
- 3.26 If the application is successful, these communications materials will link in and support the citywide 'We Love Edinburgh' campaign that will be launched from March/ April 2016. This overarching campaign will run for between two to three years and will use positive messages to encourage a sense of pride and responsibility by residents and businesses in Edinburgh and in their local area.
- 3.27 Work on the Council's litter strategy/action plan has continued since winter 2015. Research on litter projects and strategies throughout the UK fed into a draft document, which was presented to frontline street cleaning, Community Safety

and Environment staff in December 2015. Feedback from this session has been incorporated into the updated strategy document and action plan.

Community Clean Ups

- 3.28 In Edinburgh a total of 73 community clean up events, which have been registered with KSB, have been undertaken this year (up to September 2015). Over 4300 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. The Waste Services Community Engagement Team help by providing guidance, posters, certificates and support to those organising an event.
- 3.29 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. They have also worked with Leith Academy on a series of events, including a clean up on 18 December with 300 pupils.

Measures of success

- 4.1 To achieve the national standard of cleanliness CIMS score of 67 as a minimum in all areas
- 4.2 To achieve a citywide CIMS score of 72.
- 4.3 To meet 85% of operational commitments within the given timescale.

Financial impact

- 5.1 There is no financial impact from this report.

Risk, policy, compliance and governance impact

- 6.1 There is no risk, policy, compliance or governance impact from this report

Equalities impact

- 7.1 The achievement of high cleanliness standards throughout the city fosters good relationships between the Council and residents through the provision of high quality services. It can also lead to safer routes free from potential obstructions and trip hazards for all pedestrians, particularly those with visual impairments.

Sustainability impact

- 8.1 All street scene waste is screened to remove recyclable materials prior to disposal, to reduce the amount of waste going to landfill. The current rate of recycling achieved from street scene waste is 30%.

Consultation and engagement

- 9.1 Where local anti-litter initiatives and projects are delivered, such as community cleans ups, we always seek to engage with local community groups and stakeholders to deliver a successful result.

Background reading/external references

www.keepsotlandbeautiful.org

[2014 Edinburgh People Survey](#)

[Keep Scotland Beautiful Eco Schools](#)

[Zero Waste Scotland National Litter Strategy](#)

[Keep Scotland Beautiful National Benchmarking Report 2014/2015](#)

Paul Lawrence

Executive Director of Place

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Links

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

**Single Outcome
Agreement
Appendices**

CO25 - The Council has efficient and effective services that deliver on objectives.

CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

CO27 - The Council supports, invests and develops our people.

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

Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

Corporate Performance Framework – Performance to November 2015

Item number	8.2
Report number	
Executive/routine	
Wards	All

Executive summary

This report provides an update on Council performance against Transport and Environment strategic outcomes. The report is presented in line with an update on the Council's Performance Framework approved by the Corporate Policy and Strategy Committee in June 2015. It contains an overview of performance covering the period to November 2015.

Links

Coalition pledges	P44 , P49
Council outcomes	CO25
Single Outcome Agreement	SO4

Corporate Performance Framework – Performance to November 2015

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the performance for the period to November 2015.

Background

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

Main report

- 3.1 The Council's Business plan for 2015-18 is built around a single vision for the city, shared with all our partners. To deliver this vision, Council services focus their work around three, overlapping strategic themes. These themes define the priorities for Council services and set out our commitment to improve quality of life, ensure economic vitality and build excellent places. The Council's Performance Framework is set out in the diagram below and takes account of the Council's vision for the city, and the three strategic themes which guide the work of all services. Across all these themes, we are committed to providing best value for the people of Edinburgh and to deliver lean and agile Council services.

Vision for our city

Edinburgh is a thriving, sustainable capital city in which all forms of deprivation and inequality are reduced

To deliver this vision, Council services focus their work around three overlapping strategic themes

Improve quality of life

Ensure economic vitality

Build excellent places

Across all these themes, we aim to:

Deliver lean and agile Council services

- 3.3 This report provides a performance update on Transport and Environment outcomes under the Council Strategic theme: build excellent places. The Corporate Dashboard in [Appendix 1](#) provides an overview of performance in meeting these outcomes to November 2015.

Measures of success

- 4.1 This report outlines performance measures against delivery of Transport and Environment strategic themes for the period to November 2015.

Financial impact

- 5.1 The financial impact is set out within the Corporate Performance Framework.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Reducing poverty, inequality and deprivation is integrated within the Corporate Performance Framework.

Sustainability impact

8.1 The sustainability impact is set out within the Corporate Performance Framework.

Consultation and engagement

9.1 Measures, priorities and outcomes within the Corporate Performance Framework have been developed in consultation with stakeholders and will continue to evolve based on continued engagement.

Background reading / external references

The [Council's Performance Framework](#) approved by Corporate Policy and Strategy Committee on 9 June 2015.

The '[Review of political management arrangements](#)' report approved by Council on 24 October 2013.

Paul Lawrence

Executive Director of Place

Contact: Jo McStay, Business Intelligence Manager

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive P49 - Continue to increase recycling levels across the city and reduce the proportion of waste going to landfill
Council outcomes	CO25 – The Council has efficient and effective services that deliver on objectives
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1: Corporate Dashboard – Performance to November 2015

Appendix 1: Corporate Dashboard - Performance to November 2015

Vision for our city

Edinburgh is a thriving, sustainable capital city in which all forms of deprivation and inequality are reduced

Strategic themes

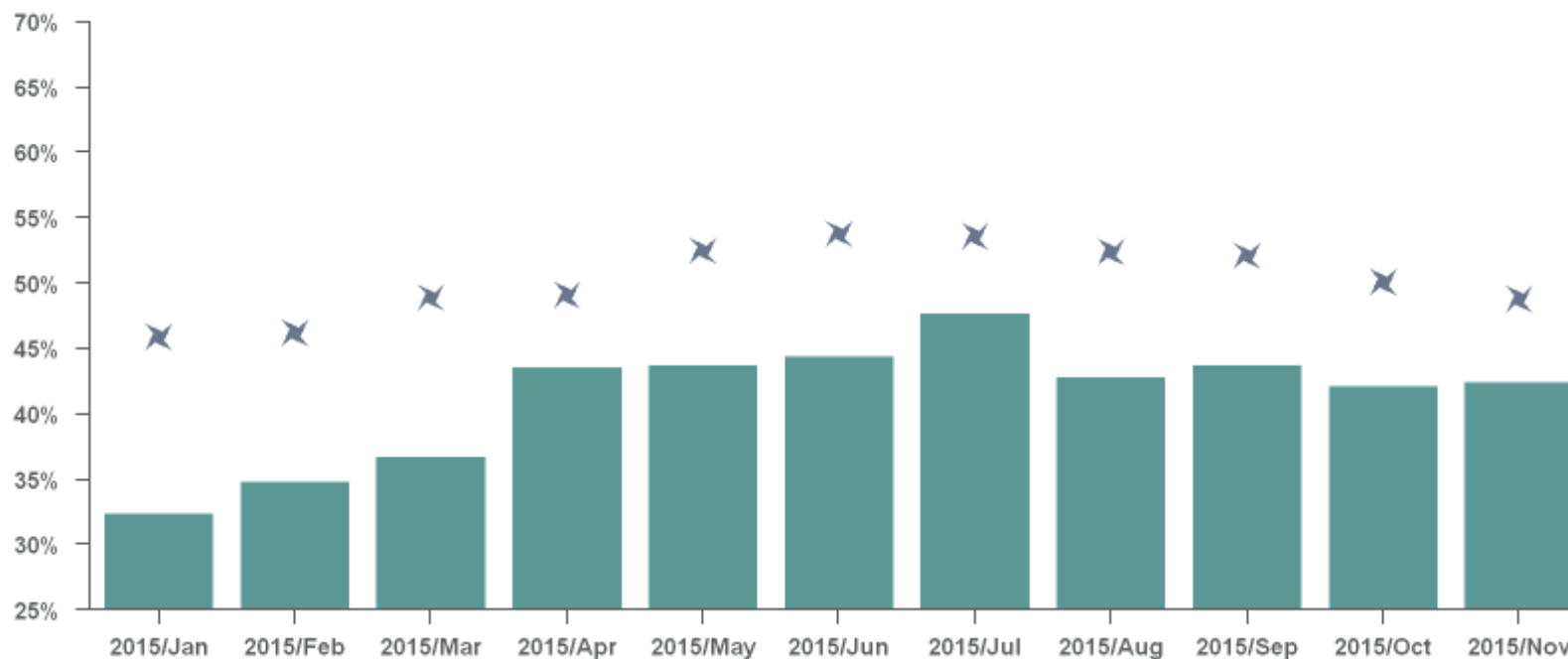
Improve quality of life

Ensure economic vitality

Build excellent places

Deliver lean and agile Council services

Recycling

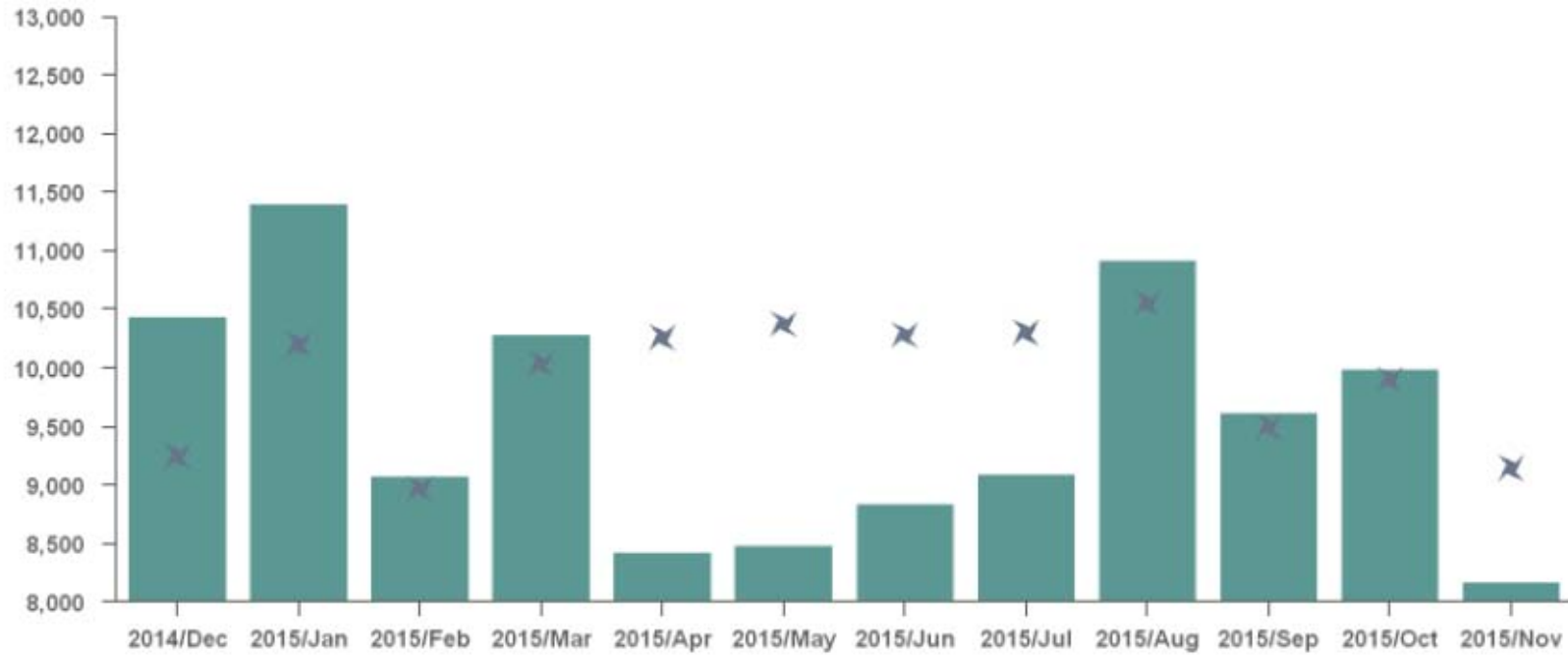


	2014/Dec	2015/Jan	2015/Feb	2015/Mar	2015/Apr	2015/May	2015/June	2015/Jul	2015/Aug	2015/Sep	2015/Oct	2015/Nov
Actual (%)	33.1	32.4	34.8	36.7	43.6	43.7	44.4	47.7	43.0	43.7	42.1	42.4
Target (%)	42.3	45.9	46.2	48.9	49.1	52.5	53.8	53.6	52.4	52.1	50.1	48.8

Notes:

Novembers' recycling rate of 42% is 6.8% below the seasonally adjusted monthly target, but 5% higher than the 37% recorded in November 2014. Year to date, the average city wide recycling rate is currently 43.8%, which is 2.7% higher than the same period last year. Householders in Edinburgh are recycling more at the kerbside. In total, across both the existing red/blue box service and the new bin/box service, 1,725 tonnes of waste was recycled at the kerbside in November. This is 38% more than was recycled in November last year. Food waste recycling continues to perform well. In November, householders recycled 743 tonnes of food; this is 63% more than was recycled in November last year.

Amount of waste landfilled



	2014/ Dec	2015/ Jan	2015/ Feb	2015/ Mar	2015/ Apr	2015/ May	2015/ Jun	2015/ Jul	2015/ Aug	2015/ Sep	2015/ Oct	2015/ /Nov
Actual	10,434	11,403	9,075	10,280	8,426	8,478	8,835	9,087	10,908	9,617	9,991	8,166
Target	9,247	10,206	8,971	10,040	10,264	10,377	10,283	10,303	10,554	9,499	9,904	9,146

Notes:

Landfill tonnage in November was 980 tonnes better than the target. A reduction in waste arisings at community recycling centres due to the closure of them to commercial customers on 23rd October has contributed to this reduction with an estimated 300 tonnes less landfill waste.

● % of street lighting repairs completed: 2-hour emergencies



	2015/Apr	2015/May	2015/June	2015/July	2015/Aug	2015/Sept	2015/Oct	2015/Nov
Actual (%)	58.5	74.3	86.7	63.2	56.5	51.7	61.3	75.6
Target (%)	100	100	100	100	100	100	100	100

Notes:
 Road Services' Street Lighting function received 41 2-hour Emergency requests, with 31 of these repaired within the 2-hour target time. Of the 10 faults that were not repaired within 2 hours, 7 were repaired within a further 2 hours (i.e. 92.7% were repaired within 4 hours). To ensure the target includes adequate allowance for staff mobilisation (with staff likely to be at home when called out), access to faulty lights on traffic sensitive roads and complex defect repairs, it is considered appropriate to increase the response time from 2 to 4 hours. This sets a challenging, but achievable target.

% of emergency road defects repaired within 24 hours

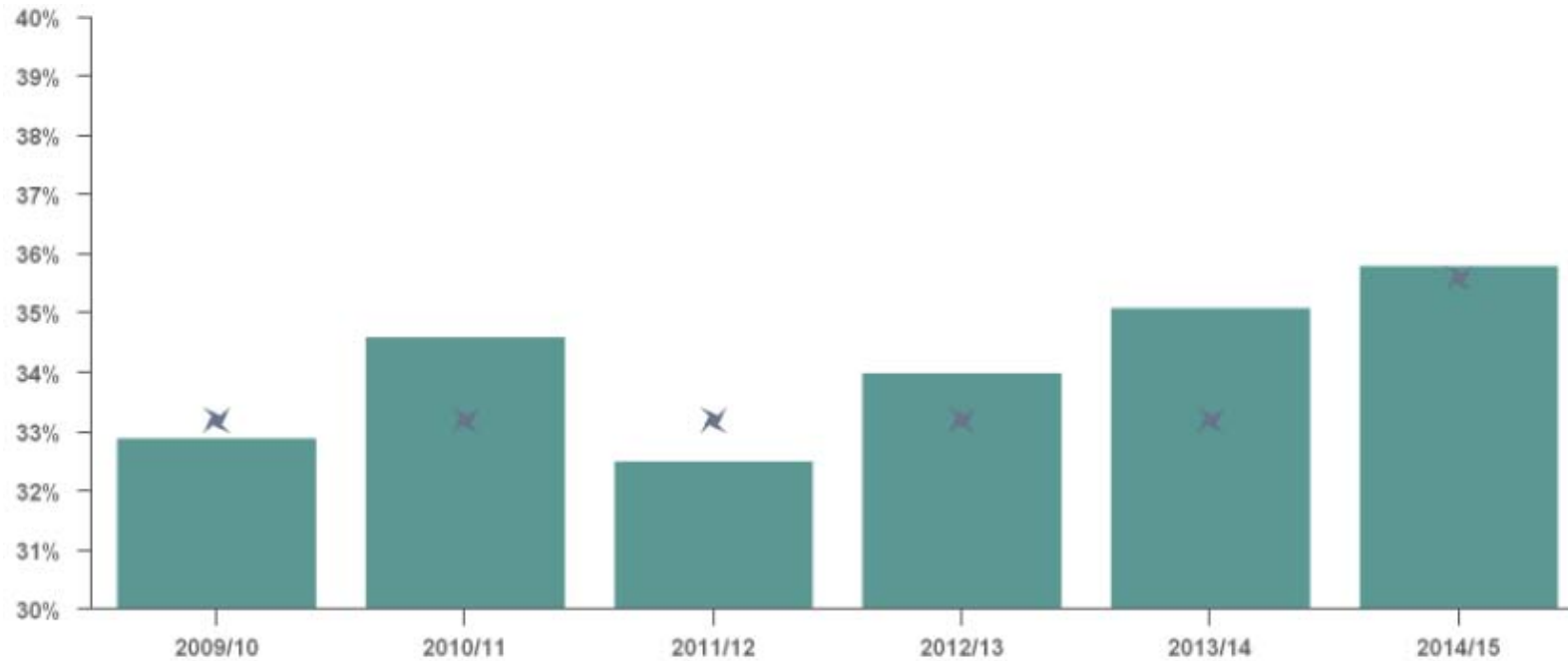


	2015/Apr	2015/May	2015/June	2015/July	2015/Aug	2015/Sept	2015/Oct	2015/Nov
Actual (%)	68.3	82.9	74.7	71.7	68.1	65.2	54.8	59.2
Target (%)	92	92	92	92	92	92	92	92

Notes:

The number of emergency road defects made safe in November was 260, with 1,652 defects made safe since the start of April. The number for November, 260 was over 400% more than the number, 62 made safe in October. Of the 106 defects that were not made safe within 24 hours, 40 were not committed by the Neighbourhood Teams to Road Services' Frontline staff until after the target response time. Focussing on the time taken for Road Services' Frontline staff to make safe the emergency road defects, 211 (81.2%) of the 260 defects were made safe within 24 hours of them being received, with another 14 defects made safe within a further 24 hours, 86.5% being made safe within 48 hours of Road Services' Frontline staff receiving them. Reasons for the delay in making safe the remaining 35 defects within 48 hours include having to arrange detailed traffic management measures for defects on busy arterial roads (e.g. Queensferry Road) and issues with the "transfer" of defects between dayshift and nightshift staff (which are being addressed with the relevant staff as they arise). Targeted training is being carried out for Neighbourhood Roads' staff on use of Confirm for defect reporting and timescales.

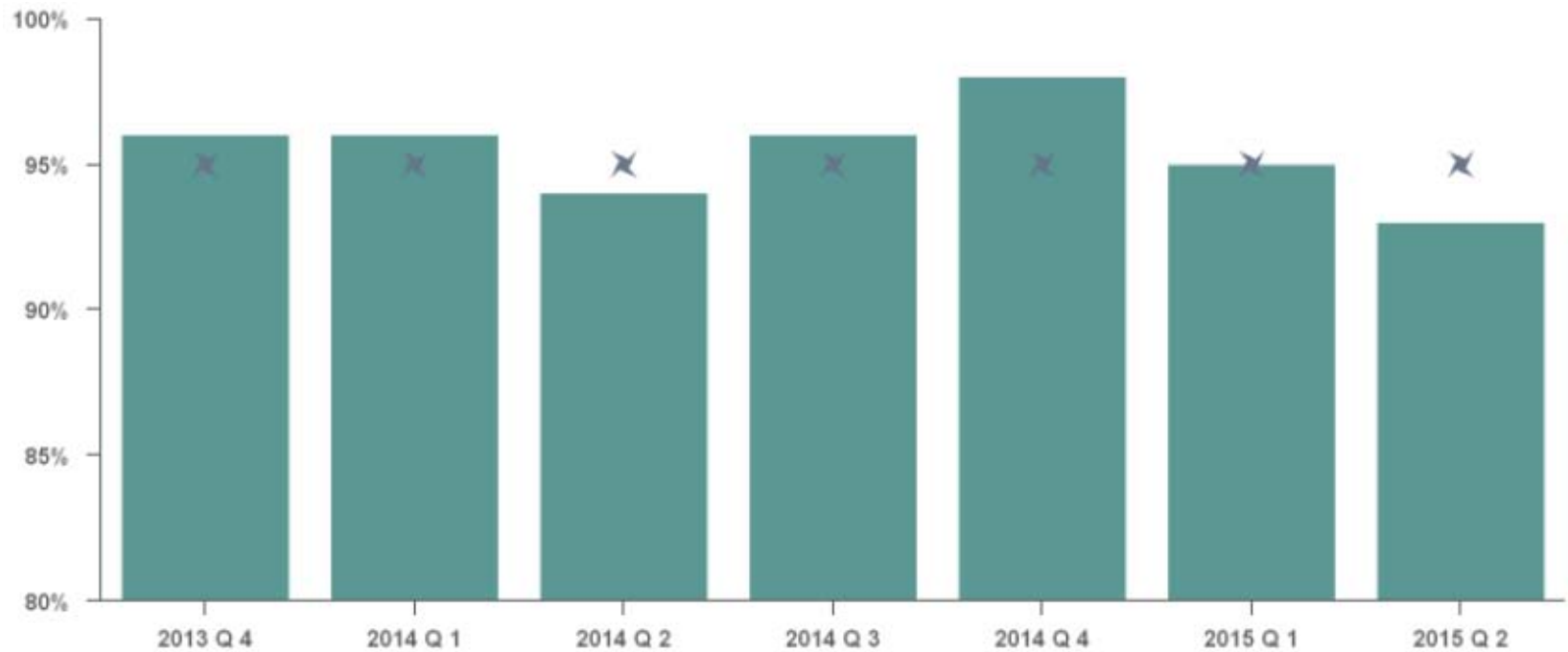
Road condition index - % of the road network that should be considered for maintenance treatment



	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Actual (%)	32.9	34.6	32.5	34.0	35.1	35.8
Target (%)	33.2	33.2	33.2	33.2	33.2	35.6

Notes:
 The demands on the City's roads and pavements are such that a new approach is being developed to achieve a sustained improvement to their condition. This involves a more preventative approach based on the use of alternative lower cost surface treatments across an increased number of locations. These locations are currently being identified, along with suitable alternative methods of treatment.

● % of streets clean



	2013 Q4	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2
Actual (%)	96	96	94	96	98	95	93
Target (%)	95	95	95	95	95	95	95

Notes:

Figures relate to street cleaning performance for September 2015 (2nd Quarter 2015/16). The City wide score of 93% is below the Council's target of 95%. Pedestrian litter was the predominate litter source (88%) and in particular smoking litter was found in 79% of all transects. This was particularly significant in Ward 11, where 9 of the 10 unacceptable streets related to the presence of cigarette ends. The Council's Open Space Strategy Team has applied to Zero Waste Scotland's Litter Communications Fund. If successful this will enable the development of communications materials specifically designed to target localised areas. In the City Centre it is intended these materials will focus on cigarette litter. These materials can then be used alongside an online toolkit developed by ZWS. A number of projects are underway to improve the cleanliness of the city and a summary of these are in the commentary below.

Cleanliness of streets (CIMS)



	2013 Q4	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2
Actual	74	70	69	71	76	74	69
Target	72	72	72	72	72	72	72

Notes:

Figures relate to street cleaning performance for September 2015 (2nd Quarter 2015/16). The City wide score of 69 is below the Council's target of 72 but above the national standard for cleanliness 67. Pedestrian litter was the predominate litter source (88%) and in particular smoking litter was found in 79% of all transects. For example, in Ward 11 of the 10 street transects which failed to meet standard 9 of these were due to cigarette ends. A number of projects are underway to improve the cleanliness of the city. Phase 1 of the Street Scene project to remove trade waste bins from public land has been completed and the number of bins stored permanently on public land have been reduced by 73%. Communication materials (e.g. posters, bin stickers) to raise awareness of fly-tipping and how residents should dispose of unwanted household goods have been produced and circulated in tenement areas of the city. A refreshed Litter Strategy for Edinburgh is currently being developed and will include the four main strands: education to ensure residents, businesses and visitors understand how to dispose of their waste responsibly; effective enforcement to ensure all waste is disposed of appropriately; identifying ways to support and enable community action; and outlining the council's cleansing service and performance standards.

Transport and Environment Committee

10am, Tuesday, 15 March 2016

Landfill and Recycling

Item number	8.3
Report number	
Executive/routine	
Wards	All

Executive summary

This report updates the Committee on performance in reducing the amount of non recyclable waste sent to landfill and on increasing the amount of waste recycled for the period April to December 2015.

Whilst total annual waste arisings increased in 2014/15 by 1.2%, monthly arisings to date (April to December 2015) are 2% lower than for the same period in 2014/15.

The amount of non recyclable waste disposed of in the period April to December is down 6.4% on the same period in 2014/15. The projected tonnage of landfill to year end is 111,751, which is less than the Capital Coalition Pledge target of 118,000 tonnes.

The percentage of waste recycled in the period April to December 2015 has increased compared to the same period in 2014/15, with the average recycling rate to date increasing by 2.8% to 43%. The forecast end of year recycling rate for 2015/16 is 42.1%.

Links

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

Landfill and Recycling

Recommendations

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

Background

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 and is now fully rolled out to all eligible households.

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 complaint 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.

* source: *Corporate Address Gazetteer*

Waste Arisings

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

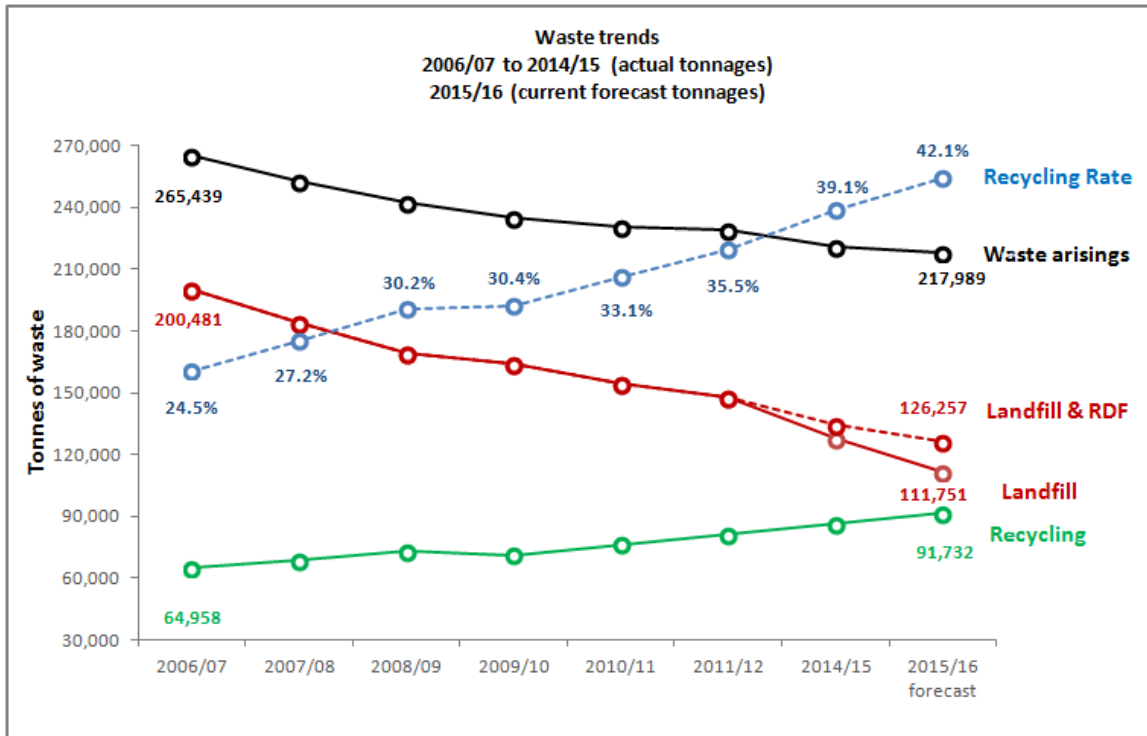


Figure 1 - waste trends 2006/7 to 2015/16 (forecast)

3.2 To date (April to December 2015), there has been a falling trend, with waste arisings 2% less than were recorded in the same period in 2014/15 (Figure 2).

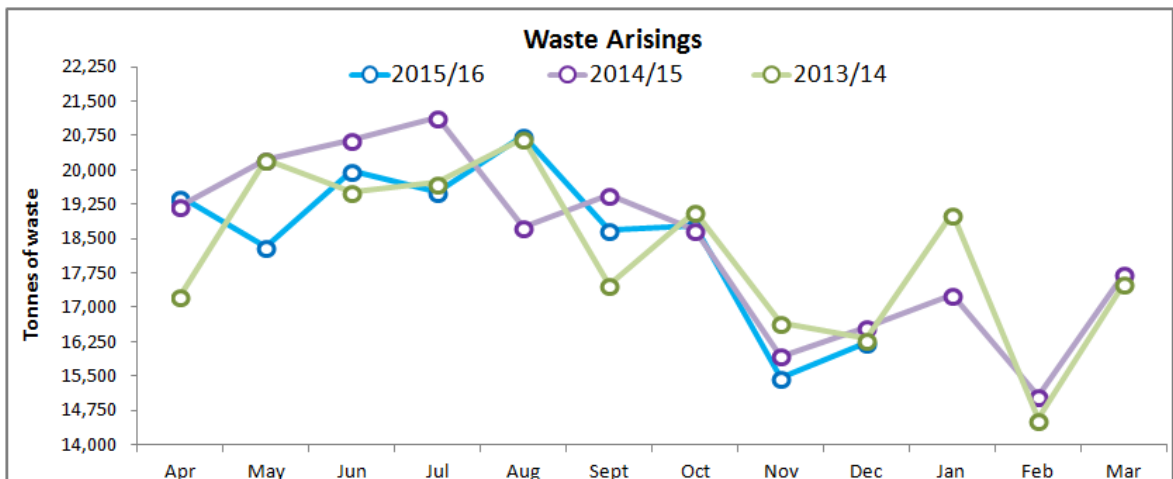


Figure 2 - waste arisings by month

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. In the two month period November to December 2015, overall waste arisings at Community Recycling Centres have reduced by approximately 1,300 tonnes.

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 111,751 tonnes of non recyclable waste will be disposed of via landfill and 14,506 tonnes diverted as RDF in 2015/16, with the overall tonnage of non recyclable waste forecast to be 126,257 tonnes (Table 1). If achieved, this is 8,073 tonnes (6%) 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 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
Actual 14/15	127,579	6,751	134,330	86,386	39.1%	220,716
Forecast 15/16	111,751	14,506	126,257	91,732	42.1%	217,989
Difference	-15,828	7,755	-8,073	5,346	3.0%	-2,727

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.

Citywide recycling rate

3.8 The citywide recycling rate for 2015/16 is currently forecast to be 42.1%. This is less than the 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 5,346 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 17,263 tonnes more waste to be diverted from landfill and recycled in addition to what is currently forecast. This would require the current tonnage of recyclable material to increase by 19%.
- 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 December 2015 and the year to date is detailed in Table 2. A breakdown of the recycling by collection stream is detailed in Figure 3.

	December (2014)	December (2015)	Change	YTD Apr - Dec (2014)	YTD Apr - Dec (2015)	YTD Change	
Recycling Stream	tonnes	tonnes	tonnes	tonnes	tonnes	tonnes	% change
Community Recycling Centres	1,286	1,057	-229	18,088	16,945	-1,143	-6%
Food Waste	537	803	266	4,248	6,348	2,100	49%
Garden Waste - kerbside	593	730	136	20,211	20,007	-204	-1%
Kerbside Recycling - green bin & boxes	1,495	1,988	493	11,285	14,835	3,550	31%
Recycling Banks (glass,paper,textiles,books)	780	480	-300	6,468	5,836	-631	-10%
Packaging bins - on street communal	308	344	37	2,765	2,756	-9	-0.3%
Other streams	256	248	-8	3,381	2,857	-524	-16%
Mechanised street sweepings	239	219	-20	2,582	2,498	-84	-3%
Total Recycling	5,494	5,868	375	69,027	72,083	3,056	4%
Recycling rate	33.2%	36.0%	2.8%	40.2%	43.0%		2.8%

Table 2 – recycling by waste collection stream

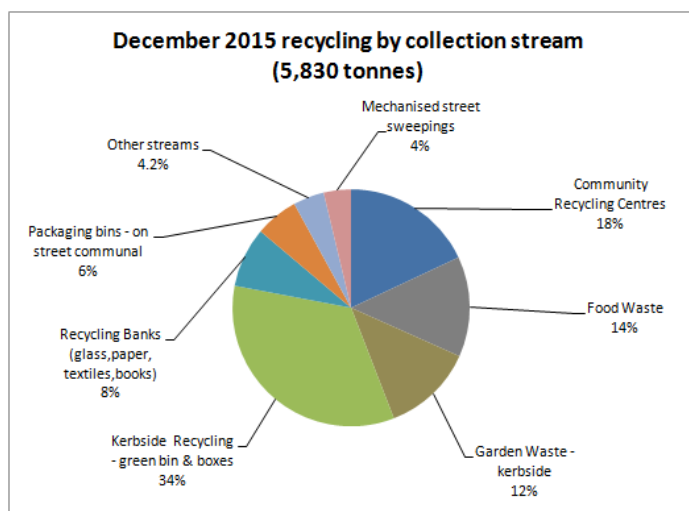


Figure 3 – total recycling by waste collection stream December 2015

- 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 49% and 31% respectively. Other streams have experienced reductions, for example, 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 2.8% improvement in the recycling rate was achieved in the period April to December 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 4.

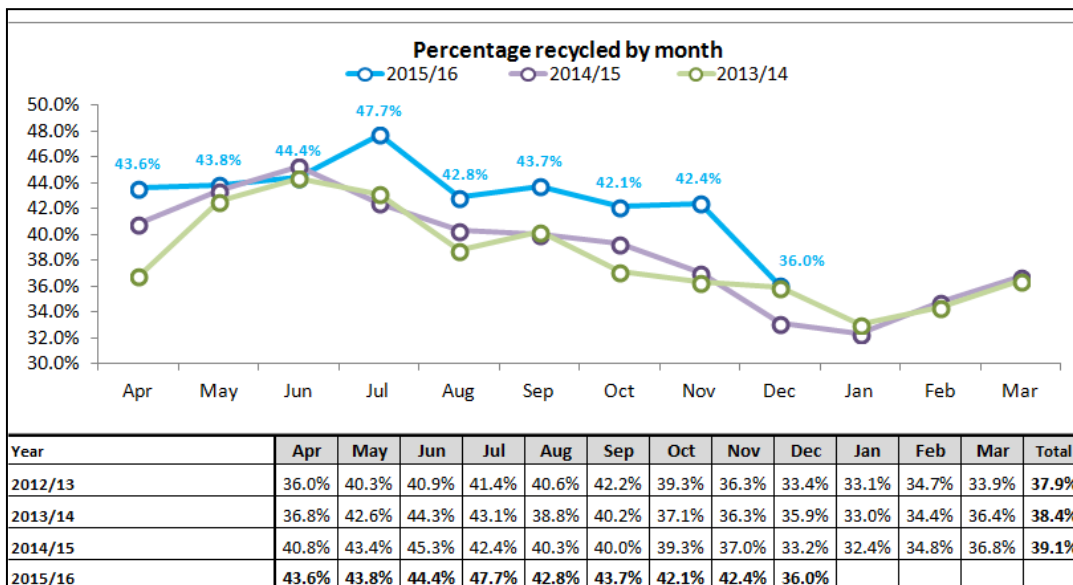


Figure 4 – recycling rate by month

Recycling - New kerbside bin/box recycling service

- 3.13 All phases of rolling 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 has been successfully delivered, with the final phase to 8,000 rural and difficult to access households (which included colony properties) rolled out in December 2015. All eligible households in the city with a wheeled bin landfill service now 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 31% compared to last year. On average 77% of eligible households are presenting their green recycling bin for collection.
- 3.15 In November 2015, the existing multi material box service accounted for 4% of the recycling collected at the kerbside and highlighted that the service was being used by a relatively small number of households. The 50,000 potential users (21% of total households) of the box service are located in flatted properties primarily serviced by on street communal landfill bins. The fact that these relatively large numbers of potential service users were generating a small amount of recycling meant that continuing the provision of the box service was not financially viable. Many of these properties have existing provision to recycle paper, mixed packaging and food using the on street communal bin system. Where properties do not have adequate on street bin provision, these bins are being delivered to provide on street provision for the recycling of dry mixed recycle (DMR) and glass. The range of materials that can be recycled in

communal DMR bins is increasing and mirrors that collected in the green recycling bin.

- 3.16 Replacement of the red and blue box service for householders out with the World Heritage Site is being undertaken in a two phase process which commenced in October.
- 3.17 In addition, following a tenemental pilot carried out in 2015, Waste Services are looking to further enhance the on street recycling service to achieve:
- an emphasis on balancing the bin capacity provided for recycling versus landfill; and
 - an increase in the number of points at which glass can be recycled on the kerbside.

Enhancement to World Heritage Site recycling services

3.18 Householders in the World Heritage Site (modernising waste area) now receive a new enhanced kerbside recycling collection which commenced 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 50% more food waste collected in December 2015 than was collected in December 2014. Residents have re-engaged with the service, with increases in the tonnage of kerbside waste recorded at each phase of the new recycling service bin/ box rollout (Figure 5).

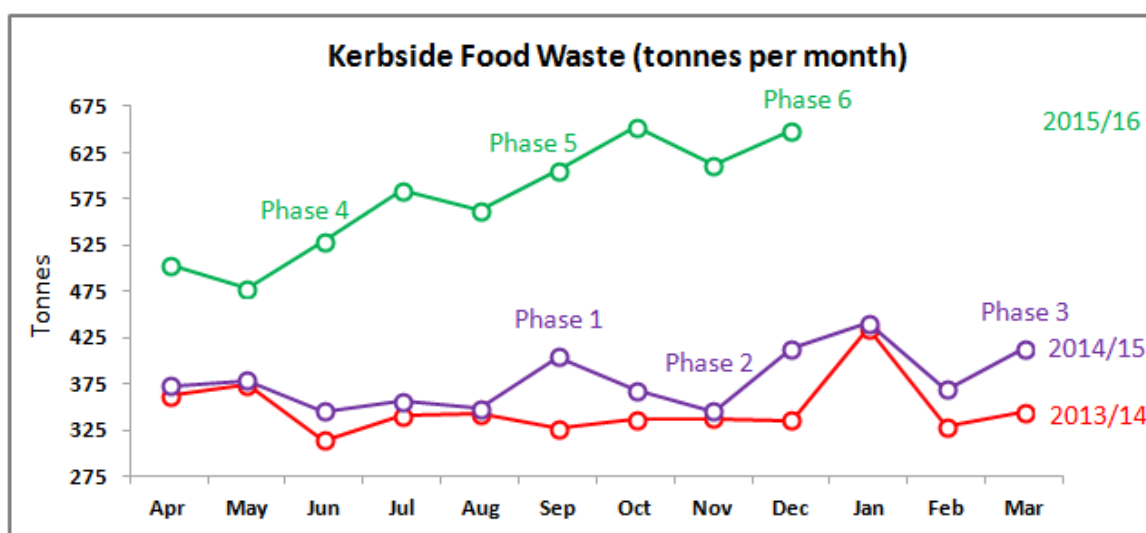


Figure 5 – kerbside food waste tonnages, April 2013 to December 2015

Complaints

3.20 Weekly complaint numbers since 2013 are detailed in figure 6 below.

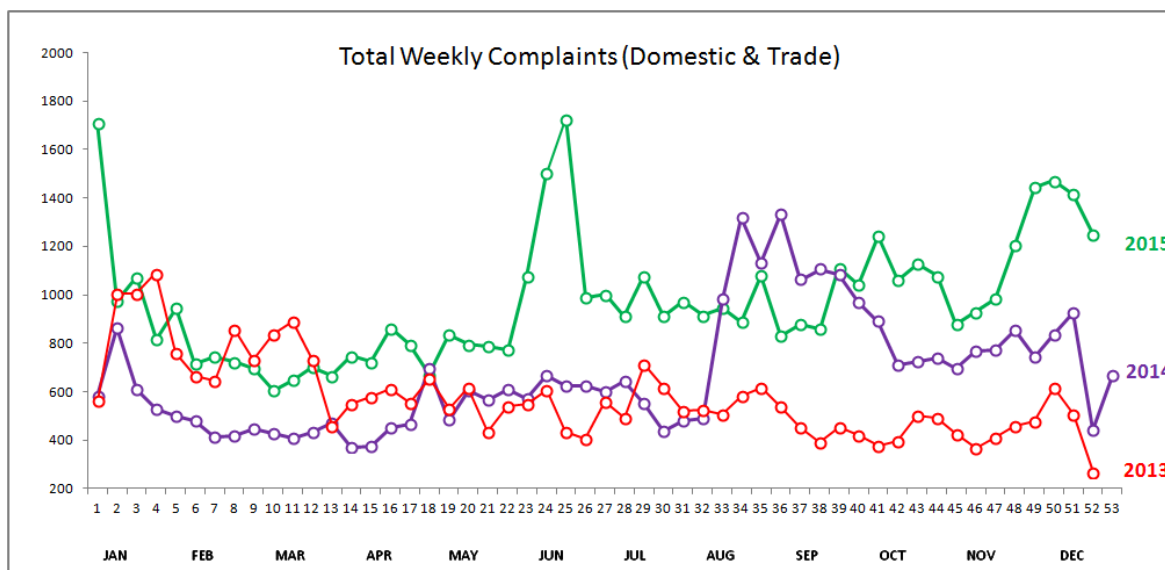


Figure 6 – weekly complaint number 2012-2015 by month

3.21 On average to date (April to December), 1,012 complaints a week were received by Waste Services. With approximately 480,000 collections a week, this translates to 0.21% 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 December 2015 by collection stream is detailed in figure 7.

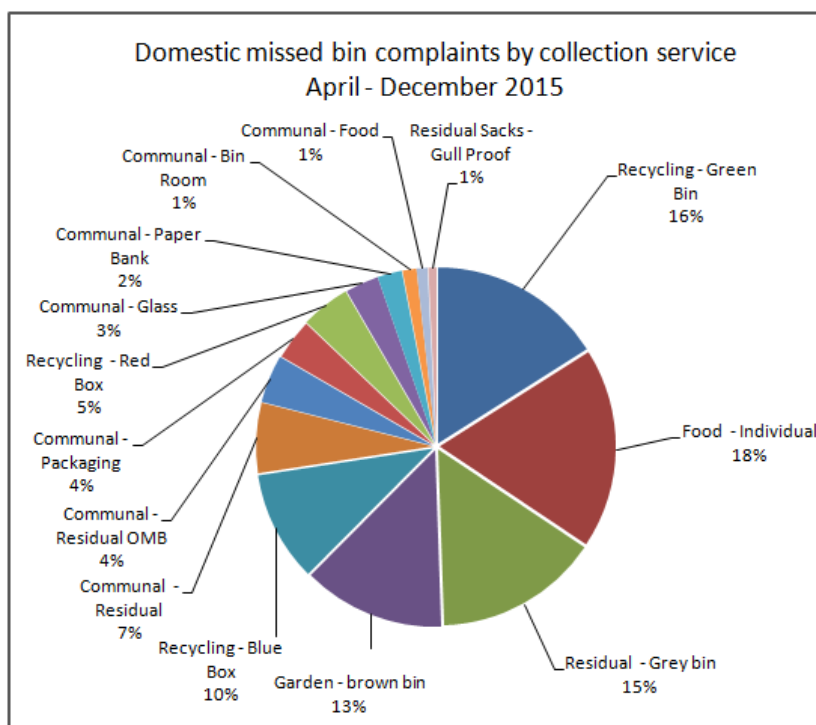


Figure 7 – complaint breakdown by collection stream

- 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 31% 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 December 2015, 10,802 more missed collection complaints were recorded than in the same period in 2014. Of these, increases in complaints regarding recycling services accounted for 76% of the increase (8,233 additional complaints).
- 3.24 As outlined in section 3.19, the service continues to experience significant increases in kerbside food waste, with tonnages in the period April to December 49% higher than the same period in 2014. Whilst this is positive for recycling, 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 later part of 2015/16.
- 3.25 Reporting missed collections via the Council website, rather than phoning the contact centre, is becoming increasingly popular, with 1,928 complaints (32%) recorded by residents in this manner in December 2015. Steps to improve the accuracy and validity of complaints received via the website is ongoing, as currently complaints received via the web include residents who 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 & 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 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. Quarterly 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 decreased in Quarter 3, 2014/15.
- 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 to 3 of 2015/16.

	2014-15			2015-16		
	Quarter 1 (Apr- Jun)	Quarter 2 (Jul-Sep)	Quarter 3 (Oct-Dec)	Quarter 1 (Apr- Jun)	Quarter 2 (Jul-Sep)	Quarter 3 (Oct-Dec)
Disposal Costs						
Refuse Derived Fuel (RDF)	£55,210	£168,940	£186,679	£682,390	£289,335	£252,878
Landfill	£3,575,719	£3,693,154	£3,170,648	£2,858,095	£3,275,643	£3,044,740
Freight / Haulage	£239,482	£274,379	£260,465	£204,138	£337,601	£346,365
Total quarterly disposal costs	£3,870,411	£4,136,473	£3,617,793	£3,744,623	£3,902,579	£3,643,983

Table 3 -Disposal expenditure 2014/15 and 2015/16

Risk, policy, compliance and governance impact

- 6.1 The information contained in this report is a review of the current performance of landfill and recycling. This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance. Further, there are no regulatory implications that require to be taken into account.

Equalities impact

- 7.1 The Council is meeting its public sector duty to advance equal opportunity for residents to recycle by using a range of communication methods. Written information is available through leaflets and electronic media. Road shows and door knocking provide face to face contact with residents and visits from recycling advisers are available on request. All material can be translated on request. Consultation was carried out via demographically representative focus groups and via on line and written questionnaires to ensure that a full and representative range of views were obtained. Assistance with the presentation of recycling and waste containers is available for those who require it to ensure everyone has access to these services. The above has ensured that information is available for all within the equality and rights framework.

Sustainability impact

- 8.1 Increased recycling will help to divert waste from landfill and support the achievement of greenhouse gas reduction targets, and reductions in local environmental impact.

Consultation and engagement

- 9.1 The Community Engagement team have supported the implementation of all phases of the new bin/box recycling service. Communication materials were sent to all residents who were receiving changes to their recycling service in the final phase of the project.
- 9.2 The team have also worked with the Waste Strategy team to resolve and answer customer enquiries while residents adjust to the changes in service. Recycling Advisors have been assisting the team and have carried out visits to offer help and advice to residents.

Background reading/external references

- 10.1 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.

Paul Lawrence

Executive Director of Place

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Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
	P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill
	P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti
	CO18 – Green – We reduce the local environmental impact of

our consumption and production

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

Single Outcome Agreement

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

Appendices

N/A

Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

Saughton Park and Gardens

Heritage Lottery Fund Delivery Phase Grant Award

Item number	8.4
Report number	
Executive/routine	
Wards	Sighthill/Gorgie

Executive summary

In 2013 a first round development grant from the Heritage Lottery Fund (HLF) enabled the Council to develop master plan proposals to restore and improve Saughton Park and Gardens and to prepare a second round HLF bid application for the funding required to deliver these improvements.

In June 2015 Committee approved a report recommending the submission of the Council's Heritage Lottery Fund 'Parks for People' second round funding application. This report updates the Committee on its successful outcome.

Links

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

Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award

Recommendations

It is recommended that the Transport and Environment Committee notes that:

- 1.1 The Council's second round application for funding to the Heritage Lottery Fund (HLF) to improve Saughton Park and Gardens has been successful and that the five year Delivery Phase of the project commenced at the start of 2016.
- 1.2 An update report will be submitted to the Committee prior to the start of the Construction Phase.

Background

- 2.1 The Council commenced a project in 2012 to consider options to restore and improve the historic Saughton Park and Gardens, and plans were prepared to support a HLF funding bid application.
- 2.2 At its meeting of 19 March 2013, the Transport and Environment Committee noted that a first round 'Parks for People' bid application to the HLF had been submitted for funding to restore and regenerate Saughton Park and Gardens.
- 2.3 A HLF development grant was awarded to the City of Edinburgh Council on 2 July 2013. This grant of £392,000, along with Council contributions of £141,000, secured funding for up to two years to appoint a Project Manager and Development Officer; for the Council to undertake further consultation, research and design work; and prepare detailed, fully-costed proposals for its second round bid submission in September 2015.
- 2.4 At its meeting of 27 August 2013, the Transport and Environment Committee noted that the first round application to the HLF had been successful and that a two year development phase of the project would commence.
- 2.5 At its meeting of 29 October 2013, the Transport and Environment Committee noted the project governance and management arrangements being put in place. Project staff were appointed and detailed consultation and research was undertaken to inform the development of master plan proposals and bid documentation.
- 2.6 At its meeting of 2 June 2015, the Transport and Environment Committee noted the master plan proposals and matched-funding requirements, and approved the submission of the Council's HLF 'Parks for People' second round bid application.

- 2.7 At its meeting on 20 August 2015, City of Edinburgh Council approved the allocation of £899,000 matched-funding for the Saughton Park Restoration Project and £180,000 for improvements to its two car parks.
- 2.8 The Royal Caledonian Horticulture Society (The Caley) has worked in partnership with the Council to develop the proposals for restoring and refurbishing Saughton Park and Gardens, with its members sitting on the Project Steering Group and the Project Board. The Caley will be an important element of the long-term plans for Saughton Park and Gardens, which will become its new base for operations and learning and member activities.

Main report

- 3.1 Over the past two years development funding awarded by the HLF in July 2013 has been used to progress master plan proposals for Saughton Park and Gardens and prepare the Council's second and final round bid application by a submission deadline of 1 September 2015.
- 3.2 A dedicated Project Manager and a Project Development Officer have been responsible for the management of the project, preparation of the bid, and the extensive consultation and engagement undertaken with park users and other stakeholders.
- 3.3 An experienced multi-disciplined design team and audience development team were appointed to work with the Council to develop the master plan proposals for the park and gardens.
- 3.4 The project aims were to restore Saughton Park and Gardens to their former glory as a major visitor destination showcasing horticulture excellence and offering exceptional recreational and visitor facilities, as well as opportunities for learning and volunteering. The improvements will benefit both the local community and residents across the city, as well as enhancing visitor experience to the capital. The park will be an exemplar in inclusive design, ensuring that everyone - regardless of age, ability, culture and economic standing - can enjoy this valuable resource.
- 3.5 The master plan proposals have been informed by a robust evidence base which has included extensive public consultation and engagement feedback, historical research and archaeology surveys, and a full range of site specific analysis, including topographical, ecological and arboricultural surveys.
- 3.6 The Council submitted its second and final round 'Parks for People' bid application on 31 August 2015 and on 16 December 2015 the HLF confirmed that the application had been successful, awarding a grant of £3.8m to carry out the necessary works and activities to restore and improve Saughton Park and Gardens over a period of five years.
- 3.7 The grant will fund the appointment of a Project Manager and Project Development Officer for five years to manage and deliver all project tasks and

activities. It will also cover all fees and costs associated with the delivery of the capital works programme and activity action plan.

- 3.8 Once the main improvement and restoration works have been completed, new management and maintenance operations will be put in place to ensure the park and gardens are looked after to a high standard. This is a condition of the grant.
- 3.9 An indicative timetable for the delivery phase is provided below:
- Jan 2016 Project initiation
 - Jan to Sep 2016 Technical design and tender package phase
 - Oct 2016 to Feb 2017 Procurement phase
 - Feb 2017 to Jul 2018 Construction phase
 - August 2018 Official re-opening & public launch
 - Sep 2018 onwards New maintenance operations commence
 - Sept 2018 onwards New income generation commences
 - Jun 2019 Green Flag Award application
 - Sep 2019 Visitor Scotland Award application
- 3.10 There are a number of improvements which were not included in the HLF bid application, either because they were not eligible or were not included at round one. This includes drainage and levelling to some of the sports pitches and improvements to the play area to make them more inclusive. Funding will need to be secured for these improvements and these will be the subject of separate committee reports.
- 3.11 The master plan also includes proposals for the development of a micro-hydro scheme and ground source heating. These schemes have not been included in the HLF bid as it would have prevented the Council from claiming any government incentive or feed-in tariff income. A detailed feasibility study and business case will be carried out to consider how these systems can provide sustainable energy not just for the park but for adjoining Council properties. The findings and recommendations will be subject of a separate committee report.
- 3.12 A visual presentation of the master plan proposals is in appendix 2 of this report.

Measures of success

- 4.1 Restoration of and improvements to the park and gardens.
- 4.2 Securing a Green Flag Award and a Visit Scotland 4 Start Attraction Award for this Premier Park.
- 4.3 Evidence of increased visitor satisfaction with the park and gardens.
- 4.4 Evidence of increased visitor numbers to the walled gardens.
- 4.5 On-going income generated to sustain site maintenance costs and a quality visitor experience.

Financial impact

Development Phase Budget

- 5.1 The budget set for the development phase of this project was £537,000. This was funded by a development grant of £392,000 from the HLF, which covered 73% of the costs, along with Council matched funding contributions of £141,000 and volunteer in-kind contributions of £4,000.
- 5.2 This phase of the project was completed £127,000 under-budget.

Delivery Phase Budget

- 5.3 A detailed cost plan was prepared for the Council's round two master plan proposals. It included costs for the capital works, professional fees, staff salaries, publicity and promotion costs, as well as costs to deliver activities and events for the five years of the delivery phase. It also included contingency and an allowance for inflation. The cost plan will be updated during the delivery phase, although it is not anticipated to change significantly.
- 5.4 The total project costs have been estimated to be £5.326m, the breakdown of which can be found in appendix 1. The Council has been awarded £3.799m from the HLF. This represents 71.3% of the costs.
- 5.5 The Council will be providing matched-funding of £899,000 from the Services for Communities (now Place) Capital Investment Programme as approved at the City of Edinburgh Council meeting on 20 August 2015. This represents 16.9% of the total costs.
- 5.6 The remainder of the matched funding required is 3.7%. It is intended that this is raised through external funding. To date the Council has secured £25,000 from the Mushroom Trust and the Caley has secured £4,000 from the Stanley Smith (UK) Horticultural Trust. Plans are in place to secure the remaining £171,000 over the next 12 months.
- 5.7 The Council is able to use volunteer in-kind contributions and the first five years additional management and maintenance costs as matched-funding. The latter will be achieved through the re-organisation of existing Parks and Greenspace staff and does not represent an increase of costs to the Council.
- 5.8 The breakdown is as follows:

<i>Detail</i>	<i>%</i>	<i>£ '000</i>
Total HLF Project Cost	100.0%	5.326
HLF grant	71.3%	3.799
Council capital budget	16.9%	899
External funding	3.7%	200
Management and maintenance	5.9%	313
Volunteer In-time Contributions	2.2%	115

- 5.9 There are aspects of the master plan proposals that the HLF will not fund or were not in the first found bid application as they have only been highlighted through the public consultation carried out during the development phase. These include improvements to the car parks, boundary fencing, sports pitches and children's play area.
- 5.10 The HLF consider the improvements to the car parks as critical to the success of the project and the Council has allocated £180,000 from the Services for Communities (now Place) Capital Investment Programme as approved at the City of Edinburgh Council meeting of 20 August 2015.
- 5.11 The Council will be seeking grant funding from other parties for the improvements to the sports pitches and children's play area improvements. These are less critical and will be subject to separate committee reports at a later stage. The improvements to the boundary fencing will be carried out as part of the park's regular maintenance.

Risk, policy, compliance and governance impact

- 6.1 Securing funding for this project has ensured that one of Edinburgh's historic assets is protected and once again becomes a significant community and visitor attraction in the south west of the city. Project risks have been assessed and actions put into place to mitigate, reduce or manage the risks. The risk log will be reviewed monthly and updates reported to the Project Board on a quarterly basis.
- 6.2 There is no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report. However, the Council will need to comply with the terms of the grant, which will last for a period of 25 years.
- 6.3 The Council will be expected to complete all the actions defined in its round two application, not dispose of the land or building, and maintain the park and gardens to a high standard.
- 6.4 The requirement to deliver significant savings in service budgets, including reductions in staffing, as part of the Council's wider Transformation Programme pose a potential risk to maintaining the benefits that this investment will provide. A detailed and fully costed Management and Maintenance Plan has therefore been developed and will be put in place following the construction phase to ensure that the high standards continue to be maintained during and beyond that period. Failure to properly manage this asset would risk not only the HLF claiming the grant back but also damaging the Council's credibility with the public and the HLF.

Equalities impact

- 7.1 A full Equality and Human Rights Assessment was carried out during the development phase of the project and an action plan developed. This is an ongoing process and will continue throughout the delivery phase of the project.
- 7.2 The action plan has guided the development of the master plan proposals which offer many opportunities to advance equality and remove barriers to access.
- 7.3 Site access audits and consultation with groups concerned have been carried out to ensure that designs consider the needs of all park users. Once the improvement works are carried out the park and gardens will be particularly suitable for elderly visitors and those with disabilities. The Activity Plan includes measures to target minority and hard-to-reach groups and provides a range of activities and events which can be enjoyed by all. The Consultation and Engagement Action Plans were developed to limit barriers to involvement and target hard-to-reach groups and this work will continue during the delivery phase.
- 7.4 The contents, analysis or recommendations described in the report do not detract from the delivery of the three General Equality Duties or infringe upon any of the ten areas of rights.

Sustainability impact

- 8.1 The impacts of the master plan proposals in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered during the development phase.
- 8.2 The proposals in the report encourage a reduction in carbon emissions, generate zero carbon energy, and reduce energy demands. They will increase the city's resilience to climate change, help to reduce wastage, and encourage reuse and recycling of waste.
- 8.3 The proposals will help to achieve a Sustainable Edinburgh through environmental good stewardship, building stronger communities, reducing inequality, and encouraging education and lifelong learning. They will contribute towards Edinburgh's prosperity and provide an exemplar for use of green technologies and zero carbon energy solutions.
- 8.4 The proposals have considered the long-term financial sustainability of the park and gardens. Improvements to the design of the park and gardens and to the management and maintenance routines will ensure better use of resources while investment in volunteers will ensure high calibre support for management and maintenance activities. New income generation streams will fund a new Community and Volunteer Development Officer, help to cover any increased maintenance costs and fund a programme of events and activities.

Consultation and engagement

- 9.1 A full Communications and Engagement Strategy and Action Plan was prepared and delivered during the development phase of the project. This Plan will now be updated to ensure that all stakeholders continue to be positively engaged with and listened to and that their views are acted upon throughout this next phase of the project.

Background reading/external references

[Report to Transport and Environment Committee on 19 March 2013 - Heritage Lottery Application Saughton Park and Gardens](#)

[Report to Transport and Environment Committee on 27 August 2013 – Heritage Lottery Funding Approved Saughton Park and Gardens](#)

[Report to Transport and Environment Committee on 29 October 2013 – Saughton Park and Gardens Heritage Lottery Fund Project Board](#)

[Report to Transport and Environment on 02 June 2015 – Saughton Park and Gardens Heritage Lottery Fund Round 2 Submissions](#)

[Report to the City of Edinburgh Council on 20 August 2015 – Reprioritisation of the Services for Communities Capital Investment Programme](#)

[Saughton Park Stage 3 Design Report](#)

[City of Edinburgh Council – Saughton Park Project Web Page](#)

[Heritage Lottery Fund ‘Parks for People’ grant programme](#)

[Green Flag Awards](#)

[Visit Scotland Quality Assurance Rating](#)

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Links

- | | |
|--------------------------|--|
| Coalition pledges | P23 Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties |
| | P29 Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work |

P30 Continue to maintain a sound financial position including long-term financial planning

P31 Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure

P36 Develop improved partnership working across the Capital and with the voluntary sector to build on the "Total Craigroyston" model

P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage

P42 Continue to support and invest in our sporting infrastructure

P43 Invest in healthy living and fitness advice for those most in need

P48 Use Green Flag and other strategies to preserve our green spaces

Council outcomes

CO4 Our children and young people are physically and emotionally healthy

CO7 Edinburgh draws new investment in development and regeneration

CO10 Improved health and reduced inequalities

CO17 Clean - Edinburgh's streets and open spaces are clean and free of litter and graffiti

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

CO20 Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens

CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community

CO24 The Council communicates effectively internally and externally and has an excellent reputation for customer care

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

CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

	CO27 The Council supports, invests in and develops our people
Single Outcome Agreement	<p>SO1 Edinburgh's Economy Delivers increased investment, jobs and opportunities for all</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1: Cost Estimates – Delivery Phase</p> <p>Appendix 2: Saughton Park and Gardens Master Plan & Design Images</p>

Appendix 1: Cost Estimates – Delivery Phase

Saughton Park Restoration Project

Cost Estimates at RIBA Stage 3 - Round Two Bid Submission

Cost Heading		Amount		
HLF Project Costs	Details	Round 2	Round 1	Mid-Review*
Capital Costs	- restoration and new build construction costs	3,363,472	3,487,975	3,487,975
Professional Fees	- e.g. designers, quantity surveyors, etc	303,595	352,614	266,524
Activity Costs	- e.g. volunteer training, materials and events budgets	79,050	111,480	68,250
Other Costs	- building warrants, publicity and evaluation costs	45,300	47,580	23,880
Contingency for above costs	- HLF requirement 10% allowance for unanticipated work	281,866	385,404	384,663
Inflation for construction materials	- HLF requirement 14% allowance based on BCIS indices	369,982	374,015	488,317
Nr 2 Project Staff x 5 yrs	- Project Manager and Development Office to deliver project	455,000	257,016	428,360
5yrs Increased Mgt and Maint Costs	- value of increased resources to look after park	313,105	250,000	250,000
5yrs Volunteer Time	- e.g. oral history interviews, gardening, etc	114,850	29,000	29,000
Total HLF project costs		5,326,220	5,295,084	5,426,968

HLF Project Income				
HLF Grant Request - 71.3%	-Final HLF grant request increase £92k (2.5%) from round 1	3,799,174	3,707,100	3,798,878
Matched Funding Breakdown:				
CEC Capital 16.9%	- Final CEC funding £40k (4.7%) increase from round 1 (secured Committee June 2015)	899,091	858,984	899,091
CEC Micro-Hydro Capital 4.61%	- already secured and to be used to deliver scheme outwith HLF funded project	0	250,000	250,000
External Funding 3.7%	- £28k raised to date and remainder to be raised by December 2016	200,000	200,000	200,000
Mgt & Maint Increase over 5 yrs 5.9%	- re-structure of staff/no monetary impact	313,105	250,000	250,000
Volunteer Time over 5 yrs 2.2%	- volunteer time/no monetary impact	114,850	29,000	29,000
Sub-total matched funding		1,527,046	1,587,984	1,628,091
Total HLF project income		5,326,220	5,295,084	5,426,968

HFL Project Budget - Difference between round one and round two	
Stage 3 budget at round two	5,326,220
Stage 1 budget at round one	5,295,084
Total increase between round one and two	-31,136
Works considered important by the HLF but not covered by their grant	
Balgreen Entrance Improvements - to improve parking and make entrance safer	13,000
Fords Road Entrance Improvements - to improve parking and make approach safer	167,000
Total Costs for other works not included in the HLF bid (Funding secured Committee June 2015)	180,000

* These figures were reported in the Committee June 2015 report and are provided here for reference.



Stables, Courtyard and Café to the West of the Walled Gardens



View of Cafe



View of Stables Courtyard



Improvements to Main Drive



Restoration of Winter Gardens



New herbaceous borders along Grand Avenue



Bandstand in new location



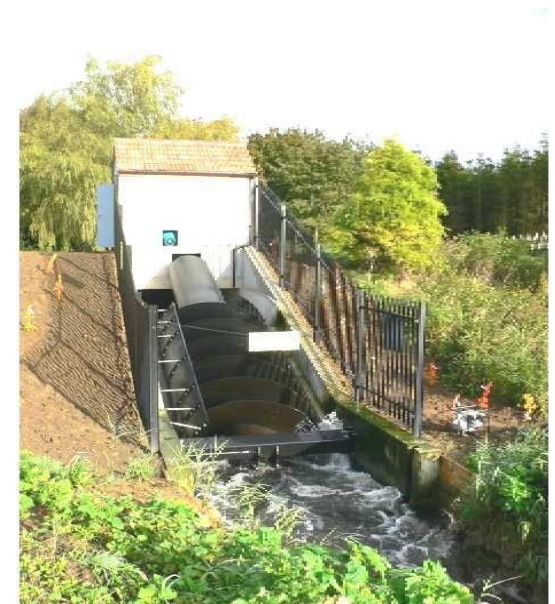
Water of Leith 'Living Landscape' planting



Saughton Weir



Diagram of the proposed Saughton Micro-Hydro Scheme



Example of a Micro-Hydro Scheme