

Notice of meeting and agenda

Transport and Environment Committee

10am Tuesday 30 August 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 Redhall Tenants & Residents Group
- 3.2 Friends of the Meadows & Bruntsfield Links
- 3.3 SPOKES & Roseburn Cycle Route Group

4. Minutes

- 4.1 Transport and Environment Committee 7 June 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 Supported Bus Service Network – Update - report by the Executive Director of Place (circulated)
- 7.2 School Streets Pilot Evaluation - report by the Executive Director of Place (circulated)
- 7.3 Proposed Priority Parking - Telford Area, Edinburgh - report by the Executive Director of Place (circulated)
- 7.4 Transport for Edinburgh – Governance - report by the Executive Director of Place (circulated)
- 7.5 City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments - report by the Executive Director of Place (circulated)
- 7.6 Cleanliness of the City - report by the Executive Director of Place (circulated)

- 7.7 Water of Leith Valley Improvement Proposals (Dean to Stockbridge Section) - report by the Executive Director of Place (circulated)
- 7.8 Procurement of Major Events in Parks 2017-2019 - report by the Executive Director of Place (circulated)
- 7.9 Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020 - report by the Chief Executive (circulated)

8. Routine decisions

- 8.1 Place Financial Monitoring 2016/17 - Month 3 Position - report by the Executive Director of Place (circulated)
- 8.2 Public Utility Company Performance 2015/16 - report by the Executive Director of Place (circulated)
- 8.3 Landfill and Recycling - report by the Executive Director of Place (circulated)
- 8.4 Objections to Proposed Car Club Parking Places - Station Road, Corstorphine and Manor Place - report by the Executive Director of Place (circulated)
- 8.5 A71 at Dalmahoy - Traffic Signals Option - report by the Executive Director of Place (circulated)
- 8.6 Proposal to introduce traffic calming measures on Viewfield Road and Muirend Avenue - report by the Executive Director of Place (circulated)
- 8.7 Objections to Traffic Regulation Order TRO/16/09A-D 20mph Speed Limit - Various Locations, Edinburgh - report by the Executive Director of Place (circulated)
- 8.8 Objections to Traffic Regulation Order TRO/16/31 - Young Street - report by the Executive Director of Place (circulated)

9. Motions

- 9.1 None.

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 Ross (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, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4106/031 529 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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Item 3.1

Hi Stuart

On Behalf of the Redhall Tenants & Residents Group we would like to request that a deputation from the group meet with the Transport & Environment to Discuss the Findings of the Redhall Traffic Flow Consultation & it's findings.

Kind Regards

Tom & Alex

for & on behalf of the Redhall Tenants & Residents Group Membership.

Dear Stuart

Friends of the Meadows & Bruntsfield Links are preparing a deputation to attend the next meeting of the T & E Committee, which I understand is due to take place on 26 August. However, I can find no agenda on your website. When is it likely to be published? And what procedure do we need to follow to be allowed to present our deputation?

I seem to remember from last time that deputations are allowed 10 minutes: can you confirm this, please?

I should be grateful for your help.

Best wishes

Heather Goodare

Stuart

As discussed earlier today, the Roseburn Cycle Route Group, who are an organisation of residents local to Roseburn, would like to form a deputation to the Transport and Environment Committee for its meeting of 30th August. This would be to talk in support of the segregated cycle path through Roseburn Terrace and leading on to Haymarket and the city centre. At this time I am not sure exactly who would represent the group but will advise you further in the next few days. Please let me know if there are other details you need in advance.

Euan Renton

Hi Stuart

Thank you for your prompt reply.

I will let you have the names in due course.

Our principle objective will be to persuading the Committee to go ahead with the Council's proposals for an East West cycle route notwithstanding the concerns raised by some objectors. We will argue in support of option A in relation to Roseburn (see recent follow up consultation following the meeting of the Active Travel Forum) and we may refer to some of the key points in our original submission in January and the the subsequent post ATF consultation. In short, the Council's officers should already be familiar with the key points we wish to raise.

Best wishes

Richard Grant

Transport and Environment Committee

10.00 am, Tuesday 7 June 2016

Present:

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

1. Deputation: Mid-Liberton Residents Association

The Committee agreed to hear a deputation from Iain Stuart on behalf of Mid-Liberton Residents Association in relation to a report by the Executive Director of Place on Forth Estuary Local Flood Risk Management Plan.

The Association outlined their concerns regarding surface water runoff from Liberton Road into Mid-Liberton particularly after heavy rain fall. Mr Stuart explained that the existing gullies are unable to cope with the volume of water at Liberton Road and Kirkbrae from the Junction at Kirkgate, the resulting excess water then flows to Mid-Liberton which cannot deal with the volume of water. The flood prevention at the Braidburn, which had protected Mid-Liberton, was welcomed as was the remedial work undertaken by the Council including additional gullies, particularly at Liberton Road, but this had not solved the problem.

The deputation requested and urged the Committee to approve work to remove the problem of excessive surface water entering Mid-Liberton via Council owned roads.

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 4 below.

2. Deputation: City Centre Churches and Edinburgh City Centre Faith Group

The Committee agreed to hear a deputation from Minister Richard Fraser on behalf City Centre Churches and Edinburgh City Centre Faith Group in relation to a report by the Executive Director of Place Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward.

The deputation was concerned that if access to the City Centre was made more difficult congregations would dwindle and as a consequence the work undertaken in supporting vulnerable people would also be impacted upon. Minister Fraser added that the Churches in the City Centre are not merely places of worship but also offer facilities for a wide range of activities such as food kitchens and fare trading.

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the reports by the Executive Director of Place at item 5 below.

3. Deputation: Edinburgh Playing Out

The Committee agreed to hear a deputation from Edinburgh Playing Out in relation to a report by the Executive Director of Place on Edinburgh Playing Out.

Louise Drumm was concerned that Edinburgh Playing Out was not consulted on the report by the Executive Director of Place but recognised the reports good intentions. Miss Drumm had reservations around the content of the report in that it didn't take in consideration comments made at the Corporate Policy and Strategy Committee and that little progress had been made to overcome barriers that had been previously identified.

The deputation asked that further consideration be given to the making the process simpler, including the needs for a Temporary Traffic Regulation Order and the attendant costs, particularly advertising, and that communities should not be asked to pay for the unknown costs for participating in the pilot.

The Convener thanked Miss Drumm for her presentation and invited her to remain for the Committee's consideration of the report by the Executive Director of Place at item 6 below.

(Minute of Corporate Policy & Strategy Committee 12 April 2016 (item 1))

4. Forth Estuary Local Flood Risk Management Plan

The Flood Risk Management (Scotland) Act 2009 (FRM Act) seeks to promote a proactive approach to Flood Risk Management. Approval was sought to adopt and publish the Local Flood Risk Management Plan on 22 June 2016.

Decision

- 1) To approve the final draft Forth Estuary Flood Risk Management Plan.
- 2) In consultation with the Convener and Vice Convener to agree that authority be given to the Head of Planning and Transport to make any minor amendments.

- 3) To agree that an update report be submitted to the Transport and Environment Committee in six months time that considers the surface water management plan.

(References – Minute of Transport and Environment Committee 25 August 2015 (item 11); report by the Executive Director of Place, submitted)

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

Details were provided of the financial implications of extending parking controls to weekends and of the proposed roll-out of shared use parking. The Committee was asked to approve the amended Parking Action Plan.

Vote 1

Motion

To consider the report Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward at the meeting of the Transport and Environment Committee.

- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

To move no action on the report Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward

- moved by Councillor Nick Cook, seconded by Councillor Jackson

Voting

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

Decision

To consider the report Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward at the meeting of the Transport and Environment Committee.

Vote 2

Motion

- 1) To note the financial implications of introducing shared use parking and the different options for Sunday parking restrictions.
- 2) To note the Council's agreement in principle for Sunday restrictions.

- 3) To note that Appendix 4 of the report by the Executive Director of Place, confirms that the formal Traffic Regulation Order process would not begin until Q1 of 2017; and would not be finalised until Q1 of 2018.
 - 4) To agree to begin the formal consultation on a Traffic Regulation Order based upon; Partial Control, with all restrictions in zones 1 to 4 and main routes throughout the CPZ operating between 1230 and 1830 on Sunday.
 - 5) To acknowledge that a further report on that Traffic Regulation Order process, as per Appendix 4 of the report by the Executive Director of Place, would come back to the Transport and Environment Committee for final decision in Q2 of 2018.
 - 6) To approve the Parking Action Plan.
 - 7) To note the outline proposals for a policy driven pricing strategy.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the financial implications of introducing shared use parking and the different options for Sunday parking restrictions.
 - 2) To agree to proceed on the basis of option 3 as outlined in paragraph 3.10 of the report by the Executive Director of Place.
 - 3) To approve the Parking Action Plan.
 - 4) To note the outline proposals for a policy driven pricing strategy.
- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

For the motion	-	10 votes
For the amendment	-	2 votes

Decision

- 1) To note the financial implications of introducing shared use parking and the different options for Sunday parking restrictions.
- 2) To note the Council's agreement in principle for Sunday restrictions.
- 3) To note that Appendix 4 of the report by the Executive Director of Place, confirms that the formal Traffic Regulation Order process would not begin until Q1 of 2017; and would not be finalised until Q1 of 2018.

- 4) To agree to begin the formal consultation on a Traffic Regulation Order based upon; Partial Control, with all restrictions in zones 1 to 4 and main routes throughout the CPZ operating between 1230 and 1830 on Sunday.
- 5) To acknowledge that a further report on that Traffic Regulation Order process, as per Appendix 4 the report by the Executive Director of Place, would come back to the Transport and Environment Committee for final decision in Q2 of 2018.
- 6) To approve the Parking Action Plan.
- 7) To note the outline proposals for a policy driven pricing strategy.

(References – Minute of Transport and Environment Committee 15 March 2016 (item 7); report by the Executive Director of Place, submitted)

6. Edinburgh Playing Out

Approval was sought for the implementation of a one year Edinburgh Playing Out pilot project and for a public consultation on the application and cost recovery procedure.

Motion

- 1) To note the decision made by the Corporate Policy and Strategy Committee.
 - 2) To agree that a pilot would take place from July to October 2016 and a report to be brought back to the Transport and Environment Committee in early 2017 on the outcome of the pilot.
 - 3) To agree that there would be no cost for residents for up to 20 streets.
 - 4) To refer the guidelines and implementation to the Director and the Play Champion in consultation with the Convener and Vice-Convener.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the recommendations of the Corporate Policy and Strategy Committee report of Tuesday 12 April 2016.
- 2) To approve the implementation of a one year pilot project.
- 3) To the following sections from the report to Corporate Policy Committee on 12 April 2016:
 - 3.14 Legal advice is that the Council has a power to make an order permitting Playing Out streets, with multiple closures, under the Road Traffic Regulation Act 1984, section 29(1).

3.14.1 For the purpose of enabling a road for which they are the traffic authority to be used as a playground for children, a local traffic authority may make an order prohibiting or restricting the use of the road by vehicles, or by vehicles of any specified class, either generally or on particular days or during particular hours. The prohibition or restriction may be subject to such exceptions and conditions as to occasional use or otherwise as may be specified in the order.

3.14.2 An order under this section shall make provision for permitting reasonable access to premises situated on or adjacent to the road.

3.14.3 A person who uses a vehicle or causes or permits a vehicle to be used, in contravention of an order in force under this section shall be guilty of an offence.

3.14.4 The “order”, referred to under this legislation, is not a Traffic Regulation Order or Temporary Traffic Regulation Order.

- 4) To agree that applications for multiple Playing Out closures for individual streets would be granted under the Road Traffic Regulation Act 1984, section 29(1) for the period of the pilot.
- 5) To further note from the report to Corporate Policy Committee on 12 April 2016;
- 6) The Council has established a tariff of charges for different types of road closure for events, some of which can incur no charges. Playing Out streets are not currently on this tariff.
- 7) To agree that the cost of an application for a Playing Out closure would incur no charges for the period of the pilot.

- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

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

Decision

- 1) To note the decision made by the Corporate Policy and Strategy Committee on 12 April 2016.
- 2) To agree that a pilot would take place from July to October 2016 and that a report would be brought back to Transport and Environment Committee in early 2017 regarding the outcome of the pilot.
- 3) To agree that there would be no cost for residents for up to 20 streets.

- 4) To refer the guidelines and implementation to the Director and the Play Champion in consultation with the Convener and Vice-Convener.

(Reference – Minute of Corporate Policy & Strategy Committee 12 April 2016 (item 1) report by the Executive Director of Place, submitted)

7. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 15 March 2016, as a correct record.

8. Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for June 2016 was submitted.

Decision

- 1) To note the Key Decisions Forward Plan for June 2016.
- 2) To agree that an update report regarding the Bike Hire Scheme would be submitted to the Transport and Environment Committee in August 2016.

(Reference – Key Decisions Forward Plan, submitted)

9. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log updated to 7 June 2016 was presented.

Decision

- 1) To note the rolling actions log and to approve the closure of actions 1, 2, 11, 23, 26, 27, 31, 33, and 34.
- 2) To note the expected completion date for rolling actions 16, 18, 19, 21, 24, 28, 29 and 30 had been revised.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 7 June 2016, submitted)

10. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for 7 June 2016 was presented.

Decision

To note the Transport and Environment Committee Business Bulletin.

(Reference - Business Bulletin – 7 June 2016, submitted)

11. Sustainable Transport Accreditation and Recognition for Schools (STARS) - Update and Future Proposals

An update on the Sustainable Transport Accreditation and Recognition for Schools (STARS) project 2013-16 was provided and approval sought for the continuation of the project after the pilot.

Decision

- 1) To note the progress made by schools participating in STARS in reducing car use, encouraging active travel and tackling road safety.
- 2) To approve the continuation of the STARS model for primary schools after the EU project ends in March 2016.
- 3) To approve an allocation of the road safety revenue and capital budget to support schools working towards accreditation.
- 4) To request an annual progress report, the first being in June 2017.

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

12. Pedestrian Crossing Prioritisation 2016-17

Approval was sought for an updated pedestrian crossing priority and construction list.

Decision

- 1) To approve the updated pedestrian crossing priority list for 2016/17 detailed in Appendix 1 of the report by the Executive Director of Place.
- 2) To note the locations that did not meet the priority list criteria in Appendix 2 of the report by the Executive Director of Place
- 3) To approve the updated construction list and note the results of the public consultations setting aside any representations, to allow construction to progress, outlined in Appendix 3 of the report by the Executive Director of Place.

(Reference – Minute of Transport, Infrastructure and Environment Committee 28 July 2009 (item 3), report by the Executive Director of Place, submitted)

13. Expansion of Recycling Services in Tenements and Flats

Details were provided of two pilots that had been undertaken to test new recycling arrangements for areas of high density housing (tenements and flats) and the lessons learnt for enhancing communal recycling provision.

Decision

- 1) To note that the tenement recycling pilots had been successful.
- 2) To note that a further report would be brought forward within three months with a detailed proposal on enhancing recycling provision, including the mix of materials, for tenements and other flats, once the Council has fully considered the implications of the Scottish Government's Household Recycling Charter.

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

14. Public Spaces Protocol – update on progress

An update regarding work undertaken to deliver a Protocol for Public Spaces in the City Centre, and the timetable for completion was provided.

Decision

- 1) To note progress to date in developing a Public Space Protocol.
- 2) To agree to the consultation approach and overall timetable for the development of the Public Space Protocol.
- 3) To discharge the motion from Councillor Mowat at the meeting of the City of Edinburgh Council on 4 February 2016.
- 4) To refer the report to Regulatory Committee for information.

(Reference – Minute of Transport and Environment Committee 2 June 2015 (item 22); report by the Executive Director of Place, submitted)

15. Review of Scientific Services & Mortuary Services

An update on work to investigate the feasibility of creating a shared Scientific and Public Analyst with other Scottish local authorities and of establishing a shared laboratory and mortuary facility with NHS Lothian was provided. Approval was sought to take both areas of work to the next stage.

- 1) To agree in principle to the necessary actions being undertaken to investigate further the creation of a Scottish Shared Scientific Service, namely:
 - Determining the full financial impact on each local authority partner; and
 - Developing a detailed Business Plan for the new service.
- 2) To note that the Council was participating in the Scottish Shared Service review programme, recognising that this does not commit the Council to joining a shared scientific service.
- 3) To agree in principle to entering into an initial agreement with NHS Lothian to develop an outline business case for a shared Mortuary, Microbiology and other science laboratories at a new build site at the Edinburgh Royal Infirmary Bio Quarter site.
- 4) To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh Bio Quarter.

(Reference – Minute of Transport and Environment Committee 19 March 2013 (item 21); report by the Executive Director of Place, submitted)

16. Appointments to Working Groups, etc 2016/2017

The Committee was invited to appoint the membership of its Sub-Committees and Working Groups for 2016/2017.

Decision

- 1) To note that on the 15 March 2016 the Transport and Environment Committee agreed to the formation of the Transport Projects Working Group and the reconstitution of the Future Transport Working Group and the Leith Programme Oversight Group.
- 2) To appoint the Transport and Environment Committee membership of its working groups for 2016/17 as detailed in the appendix to the report by the Chief Executive.
- 3) To dissolve the Duddingston Village Work Group.

- 4) To note the Active Travel Forum would be consulted on the amalgamation of the Active Travel Forum for Cycling and Walking with the Active Travel Forum.

(Reference – Minute of Transport & Environment Committee 15 March 2016 (item 14), report by the Chief Executive, submitted)

17. Public Utilities Company Performance 2015/16 Quarter 3 (October, November, December 2015)

Details were provided of the performance of Public Utility Companies (PUs) during the period October 2015 to December 2015 (Quarter 3).

Decision

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utilities
- 2) To note the response to the question raised at the Transport and Environment Committee on 27 October 2015 to approach Scottish Government asking that consideration be given to increasing the fees for fixed penalty notices.
- 3) To note that at recent meetings involving All Party Council Members and officers, senior management representatives of the major Public Utility Companies had given assurances that their performance in Edinburgh would improve.
- 4) To note that disappointingly the latest performance figures do not demonstrate improved performance.
- 5) To instruct that a meeting of the Edinburgh Roadworks Ahead Agreement Working Group would be arranged at an early date to consider further action required in relation to these performance levels, and also how best to progress the outstanding request that all Public Utilities signed up to the Edinburgh Roadworks Ahead Agreement.

(Reference – Minute of Transport & Environment Committee 27 October 2015 (item 9), report by the Chief Executive, submitted)

18. 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 March 2016.

Decision

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

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

19. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in March 2016, was detailed. The City of Edinburgh Council had achieved a score of 71 with 93% of the streets surveyed achieving the nationally recognised standard of cleanliness.

Decision

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

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

20. Leith Programme - Objections to Redetermination Order - Leith Walk (Brunswick Street to Iona Street)

Details were provided Scottish Ministers' decision to confirm the Redetermination Order (RSO) concerning the next phase of the Leith Programme.

Decision

To note the Scottish Ministers' decision to confirm the Redetermination Order (RSO).

(Reference – Minute of Transport & Environment Committee 12 January 2016 (item 18), report by the Executive Director of Place, submitted)

21. Objections to Traffic Regulation order TRO/14/64 Braid Hills Drive – Proposed Speed Limit Reduction 50mph to 40mph

Details of an objection to a traffic regulation order was provided and agreement sought to set aside the objection to reduce the speed limit on Braid Hills Drive from 50mph to 40mph.

Decision

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

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

22. Residential Parking – Motion by Councillor Orr

The following motion by Councillor Orr was submitted in terms of Standing Order 29.1.

“This committee:

- 1) Notes that in May 2015 the private contractor pulled out of what were ad hoc arrangements for controlling residential parking in a number of areas in the city including the area in ward 15 between the Pleasance and Dumbiedykes Road and also areas within the Inverleith Ward.
 - 2) Further notes that the now uncontrolled parking arrangements had resulted in severe difficulties for those living in these areas in terms of their ability to park their vehicles near own homes, and that a number of safety risks to residents had also emerged.
 - 3) Instructs parking officials to immediately commence investigation into the implementation of a controlled parking systems, in consultation with local residents, and report back to the committee as soon as possible recommending action to be taken in relation to the above and any other areas similarly affected.
- moved by Councillor Hinds, seconded by Councillor McVey

Decision

To approve the motion by Councillor Orr.

23. Chair

At this point in the proceedings, the Convener (Councillor Hinds) vacated the Chair and the Vice-Convener (Councillor McVey) assumed the Chair.

24. George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles

An Experimental Traffic Regulation Order (ETRO) had been implemented on George Street from July 2014 to August 2015. The ETRO had partially pedestrianised the street, introduced a cycle lane, and tested the transport implications and wider impacts on all users of the street and the surrounding area. Consultation had taken place with stakeholders concerning the trial layout, the feedback gathered helped to inform the design principles for the long term layout of the street. Approval was sought for the Design Principles contained within Appendix 1 of the report by the Executive Director of Place.

Decision

- 1) To approve the Design Principles contained in Appendix 1 of the report by the Executive Director of Place.
- 2) To authorise officers to explore the most appropriate procurement options in order to expedite the delivery of the next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.
- 3) To note the positive contribution that the trial approach had brought to design discussions for the public realm project, specifically as a means of encouraging engagement from a wide range of stakeholders.
- 4) To note the letter received from St Andrew and George West Church.

Declaration of Interests

Councillor Gavin Barrie declared a non-financial interest in the above item as a Board member of Essential Edinburgh.

(Reference – Minute of Transport & Environment Committee 29 April 2014 (item 1), report by the Executive Director of Place, submitted)

Key decisions forward plan

Item 5.1

Transport and Environment Committee November 2016

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
1	Public Utility Company Performance 2015/16 Quarter 1 (April, May and June 2016)	1 November 2016	All Wards	Executive Director of Place Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk	
2	George Street Public Realm	1 November 2016	City Centre	Executive Director of Place Lead Officer: Iain MacPhail 0131 529 7804 iain.macphail@edinbrugh.gov.uk	
3	Water of Leith Basin	1 November 2016	All Wards	Executive Director of Place Lead Officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	
4	Review of Public and Accessible Transport Action Plan	1 November 2016	All Wards	Executive Director of Place Lead Officer: Chris Day, Project Officer 0131 469 3568 chris.day@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
5	Bus Lane Network review	1 November 2016	All Wards	Executive Director of Place Lead Officer: Jamie Robertson, Senior Professional Officer 0131469 3654 jamie.robertson@edinburgh.gov.uk	
6	Update on Glyphosate Reduction Trials	1 November 2016	All Wards	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
7	Landfill and Recycling	1 November 2016	All Wards	Executive Director of Place Lead Officer: Andy Williams, Environmental Services Support Unit Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	
8	Cleanliness of the City	1 November 2016	All Wards	Executive Director of Place Lead Officer: Murray Black, Local Environment Manager 0131 469 5232 murray.black@edinburgh.gov.uk	
9	Plan for tackling fly tipping in edinburgh	1 November 2016		Executive Director of Place Lead Officer: Gareth Barwell, Waste & Cleansing Manager 0131 529 5844 gareth.barwell@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
10	Transport for Edinburgh Strategic Plan	1 November 2016		Executive Director of Place Lead Officer: Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	
11	Policy Assurance Statement	1 November 2016		Executive Director of Place Lead Officer: David Lyon, Head of Environment 0131 529 7047 david.lyon@edinburgh.gov.uk	
12	8% Budget Commitment to Cycling - Summary of Expenditure	1 November 2016		Executive Director of Place Lead Officer: Phil Noble, Senior Professional Officer 0131 469 3803 phil.noble@edinburgh.gov.uk	
13	Review of Tables and Chairs Summer Festival trial in George Street	1 November 2016		Executive Director of Place Lead Officer: Anna Herriman, Partnership & Information Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	
14	Surface Water Management Plan	1 November 2016		Executive Director of Place Lead Officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	
15	Secure On-Street Cycle	1 November 2016		Executive Director of Place Lead Officer: Allan Tinto, Transport	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
	Parking			Officer (Cycling) 0131469 3778 allan.tinto@edinburgh.gov.uk	
16	Place Financial Monitoring 2016/17 Update	1 November 2016		Executive Director of Place Lead Officer: Rebecca Andrew, Principal Accountant 0131469 3211 rebecca.andrew@edinburgh.gov.uk	
17	Update on Street Scene project - phase 2	1 November 2016		Executive Director of Place Lead Officer: Karen Reeves, Openspace Strategy Manager 0131 469 5196 karen.reeves@edinburgh.gov.uk	
18	MyParkScotland Update Report	1 November 2016		Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
19	Seafield waste water treatment - Monitoring of Scottish water odour improvement plan	1 November 2016	.	Executive Director of Place Lead Officer: Andrew Mitchell, Community Safety Senior Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	

Transport and Environment Committee

30 August 2016

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	7 June 2016	Key Decisions Forward Plan	To agree that an update report regarding the Bike Hire Scheme would be submitted to the Transport and Environment Committee in August 2016	Executive Director of Place Lead Officer: Adrian O'Neill, Professional Officer 0131 469 3191 adrian.oneill@edinburgh.gov.uk	30 August 2016	30 August 2016	Please see item 6.1 Business Bulletin 'Public Bike Hire Scheme'
2	7 June 2016	Forth Estuary Local Flood Risk Management Plan	To agree that an update report be submitted in six months time that considers the surface water management plan.	Executive Director of Place Lead Officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	17 January 2017		
3	7 June 2016	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward	To acknowledge that a further Report on that Traffic Regulation Order process, as per Appendix 4 the report by the Executive Director of Place, would come back to the Transport and Environment Committee for final decision in Q2 of 2018.	Executive Director of Place Lead Officer: Andrew MacKay, Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	June 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
4	7 June 2016	Edinburgh Playing Out	To agree that a pilot would take place from July to October 2016 and a report to be brought back in early 2017 on the outcome of the pilot.	Executive Director of Place Lead Officer: Scott Findlay, Senior Works Officer 0131 529 3433 scott.findlay@edinburgh.gov.uk	17 January 2017		
5	7 June 2016	Sustainable Transport Accreditation and Recognition for Schools (STARS) - Update and Future Proposals	To request an annual progress report, the first being in June 2017	Executive Director of Place Lead Officer: Lorna Henderson, Road Safety Officer - Road Safety 0131 469 3786 lorna.henderson@edinburgh.gov.uk	June 2017		
6	7 June 2016	Expansion of Recycling Services in Tenements and Flats	To note that a further report would be brought forward within three months with a detailed proposal on enhancing recycling provision, including the mix of materials, for tenements and other flats, once the Council has fully considered the implications of the Scottish Government's Household Recycling Charter.	Executive Director of Place Lead Officer: Campbell Clark, Project Officer 0131 469 5384 campbell.clark@edinburgh.gov.uk	30 August 2016		Update: Expected completion date revised from 30 August 2016 to 1 November 2016.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
7	7 June 2016	Review of Scientific Services & Mortuary Services	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	17 January 2017		
8	7 June 2016	Residential Parking	Instructs parking officials to immediately commence investigation into the implementation of a controlled parking systems, in consultation with local residents, and report back to the committee as soon as possible recommending action to be taken in relation to the above and any other areas similarly affected.	Executive Director of Place Lead Officer: Gavin Brown, Parking Operations Manager, Place 0131 469 3650 gavin.brown@edinburgh.gov.uk	21 March 2017		
9	7 June 2016	George Street Experimental Traffic Regulation Order Concluding Report and Design Principles	To authorise officers to explore the most appropriate procurement options in order to expedite the delivery of the next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.	Executive Director of Place Lead Officer: Anna Herriman, City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	1 November 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
10	15 March 2016	Carbon Literacy Programme for Edinburgh	To agree a further report detailing the key findings of a pilot carbon literacy programme with three city organisations would be presented to the Transport and Environment Committee in Spring 2017.	Chief Executive Lead Officer: Jenny Fausset, Senior Corporate Policy Officer 0131 469 3538 jenny.fausset@edinburgh.gov.uk	Spring 2017		
11	15 March 2016	Review of School Crossing Patrol Service	To note the intention to present the outcome of the review to this committee at its meeting in October 2016.	Executive Director of Place Lead Officer: Caroline Burwell, Road Safety Manager 0131 469 3668 caroline.burwell@edinburgh.gov.uk	1 November 2016		
12	15 March 2016	Supported Bus Service Future Network	To agree that every effort be made to secure sponsorship by third parties of Festive bus services as referred to, and that the outcome of this exercise be reported back to the August meeting of the Committee for further consideration. To authorise the Executive Director of Place to consult West Lothian Council on cross-boundary services. To receive a report on the outcome of these actions at a future meeting.	Executive Director of Place Lead Officer: Chris Day, Project Officer 0131 469 3568 chris.day@edinburgh.gov.uk	30 August 2016	30 August 2016	Please see item 7.1 - Supported Bus Service Network – Update

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
13	15 March 2016	Cleanliness of the City	To agree to consult with the National Fly Tipping Prevention Group and any other relevant groups, and to receive a report within 2 cycles exploring examples of best practice in tackling fly tipping from other local authorities 15 March 2016 and significant landowners, and setting out a detailed and costed action plan for tackling dumping and fly tipping in the City of Edinburgh.	Executive Director of Place Lead Officer: David Lyon, Head of Environment 0131 529 7047 david.lyon@edinburgh.gov.uk	30 August 2016		Update: Expected completion date revised from 30 August 2016 to 1 November 2016.
14	15 March 2016	Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award	To note that an update report would be submitted to the Committee prior to the start of the Construction Phase.	Executive Director of Place Lead Officer: David Lyon, Head of Environment 0131 529 7047 david.lyon@edinburgh.gov.uk	21 March 2017		
15	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	17 January 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
16	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	1 November 2016		
17	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	1 November 2016		
18	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 fees of presentation seats.	Executive Director of Place Lead Officer: John Bury, Head of Transport and Planning 0131 529 3494 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	1 November 2016		
19	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	1 November 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Executive Director of Place Robert Turner, Open Space Strategy Senior Project Officer 0131 529 4595 robert.turner@edinburgh.gov.uk			
20	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	17 January 2017		
21	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 drafting changes to the guidance as presented with the report (see para 3.8)	Executive Director of Place Lead Officer: Nazan Kocak, Professional Officer 0131 469 3788 Nazan.kocak@edinburgh.gov.uk	17 January 2017		
22	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	30 August 2016	30 August 2016	Please see item 6.1 - Petition to site an Edinburgh Conscientious Objectors and opponents of War Memorial in Edinburgh - Progress

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Report
23	2 June 2015	Seafield Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan	In light of the above, and recognising that local residents interests at present are not best served by the legislation and/or regulation currently in place, to instruct the Acting Director of Services for communities to engage with the relevant Authorities with a view to reviewing and strengthening the existing Code of Practise and report back to Committee on the outcome.	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	1 November 2016		Expected completion date revised from 12 January 2016 to 1 November 2016
25	2 June 2015	Seafield Waste Water Treatment Working – Monitoring of Scottish Water Odour Improvement Plan	To note the recent improvements which have become operational as set out in section 3.15 and requests that an evaluation report be provided in one year detailing the findings of the continued monitoring and assessment programme, including the outcome of any investigations into any major odour incidents	Executive Director of Place Lead Officer: Andrew Mitchell, Community Safety Senior Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	1 November 2016		Expected completion date revised from 07 June 2016 to 1 November 2016
26	2 June	MyParkScotl	To agree to receive an update in 12	Executive Director of Place	17 January		Expected

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2015	and – Innovative Funding for Edinburgh's' Parks	months time.	Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	2017		completion date revised from 07 June 2016 to 17 January 2017
27	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	1 November 2016		
28	2 June 2015	Review of Tables and Chairs Summer Festival Trial in George Street	To agree to consult further with key stakeholders in the New Town and Old Town Community Council areas of the city centre, on the impact on residential amenity that could arise from any extension of the operating hours of the current tables and chairs permit system and to receive a report on the outcome of the consultation.	Executive Director of Place Lead Officer: Anna Herriman Partnership & Information Manager/ 0131 429 3853 anna.herriman@edinburgh.gov.uk	1 November 2016		Expected completion date revised from 12 January 2016 to 1 November 2016
29	2 June 2015	Bus Lane Network Review – Objection to the Experimental Traffic	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	1 November 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Regulation Orders					
30	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 funding, in the first quarter of next year.	Executive Director of Place Lead Officer: Iain Peat, Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk	30 August 2016	30 August 2016	Please see item 8.5 - A71 at Dalmahoy - Traffic Signals Option
31	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			This will now be incorporated into a wider 'carer' agenda and will be reported to Health, Social Care and Housing Committee.
32	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 /	30 August 2016	30 August 2016	Please see item 7.9 - Edinburgh Adapts: Climate Change

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				fiona.macleod@edinburgh.gov.uk			Adaptation Action Plan 2016-2020
33	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	1 November 2016		Expected completion date revised from 12 January 2016 to 1 November 2016
34	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	30 August 2016	30 August 2016	Please see item 7.9 - Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020
35	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	12 January 2017		Review of the Public Realm Strategy. To be aligned with the Edinburgh Street Design Guidance



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							and the Public Spaces manifesto in 2016. Expected completion date revised from 27 October 2015.

Transport and Environment Committee

10 am Tuesday 30 August 2016

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="167 436 411 515">Convener Cllr Lesley Hinds</p>  <p data-bbox="167 902 419 981">Vice- Convener Cllr Adam McVey</p> 	<p data-bbox="598 421 1015 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="1090 432 1377 551">Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news	Background
<p>Community Policing Performance Update – January to March 2016</p> <p>The Police and Fire Scrutiny Committee on 10 June 2016 considered an update on the joint working activities and detailed performance carried out under the SLA with Police Scotland from January to March 2016.</p> <p>The Committee agreed to note the content of the report and to receive the next update in September 2016.</p> <p>The report was referred to the Health, Social Care and Housing Committee and the Transport and Environment Committee for information.</p>	<p><u>For further information:</u></p> <p>Contact: Michelle Miller, Head of Safer and Stronger Communities 0131 529 8520 Michelle.Miller@edinburgh.gov.uk</p>

Forthcoming Activities:

None

Recent news	Background
<p>Public Bike Hire Scheme</p> <p>As part of the Council's Outdoor Advertising Contract with JC Decaux (JCD), there is an option for JCD to provide a public bike hire scheme, 'Bikes for the City'.</p> <p>'Bikes for the City' was investigated in June 2015 and a preliminary business plan was developed by JCD.</p> <p>However, following a review of predicted costs and revenues, it was clear that there would be a significant shortfall in both capital and revenue funding for the proposal.</p> <p>On 25 August 2015 the Transport and Environment Committee:</p> <ul style="list-style-type: none"> - noted the option to use JC Decaux to provide 'Bikes for the City'; and - approved further work to undertake market engagement with potential operators and to issue a tender for a public bike hire scheme. <p>Market engagement was subsequently undertaken with a number of potential operators and with other local authorities that currently operate similar schemes. This indicated that any bike hire scheme is likely to require a level of ongoing Council subsidy to cover operational and maintenance costs.</p> <p>Discussions have also taken place with the Council's</p>	<p><u>For further information:</u></p> <p>Contact: Adrian O'Neill (Professional Officer, Road Safety and Active Travel, Transport) on 0131 469 3191 or adrian.oneill@edinburgh.gov.uk</p> <p>Contributes to Coalition Pledges P43; P45; P50 and Council Priorities CP2; CP8; CP11</p>

Corporate Procurement Service and Legal Services to identify possible options for procuring a scheme and assess any potential legal risks associated with these.

Abellio Scotrail are operating bike rental from Haymarket station under the badge of 'Bike&Go'. It is proposed to extend this facility to Waverley station. However, although this is a useful initiative, 'Bike&Go' is not an on-street public bike hire scheme of the sort being considered in this bulletin.

In a separate report to this Committee titled, 'Transport for Edinburgh – Governance', it is recommended that Committee agrees that Transport for Edinburgh (TfE) develops a plan to procure a city bike hire scheme at no/minimal cost to the Council.

Subject to approval of the above recommendation, TfE will therefore build upon the work undertaken to date, in partnership with JCD and other potential operators, to identify a preferred delivery mechanism.

Forthcoming Activities:

None

Recent news

Secure On-Street Cycle Parking

On 21 February 2012, the Transport, Infrastructure and Environment Committee approved a pilot project to trial the installation of covered, on-street secure cycle parking for use by residents.

The pilot, which trialled different types of cycle storage unit, was introduced in August 2014 at various locations around Edinburgh - Lonsdale Terrace, Warrender Park Terrace, South Oxford Street and Douglas Crescent.

The trial units have been made available to local residents on a contract basis and have been fully utilised since installation, with significant waiting lists at each site.

In addition to recording interest from residents who wish to take up any vacant spaces that become available in one of the existing 5 locations, the addresses from people who would like their street to be considered for new storage units should the scheme be extended are also being recorded. There are currently 90 addresses on this list from 129 separate requests.

A report on the outcomes of the pilot and a proposed future

Background

For further information:

Contact: Allan Tinto
(Transport Technician
(Cycling), Road Safety
and Active Travel,
Transport) on 0131 469
3778 or
allan.tinto@edinburgh.gov.uk

Contributes to Coalition
Pledges P45; P50,
Council Priorities CO22;
CO24; CO26 and Single
Outcome Agreements
SO2; SO4

Recent news	Background
<p>strategy for the roll-out of secure on-street cycle parking will be submitted to the Transport and Environment Committee on 1 November 2016.</p>	

Forthcoming Activities:

None

Recent news	Background
<p>2015-16 Smarter Choices, Smarter Places Grant Funding</p> <p>£496,371 of Smarter Choices, Smarter Places (SCSP) grant funding was awarded to the Council for use in the financial year 2015-16 by Paths for All, with 50% match funding required from the Council, for a programme of behaviour change and marketing projects to promote Edinburgh's opportunities for walking, cycling and public transport.</p>	<p><u>For further information:</u></p> <p>In 2008-2012, SCSP pilot projects took place in seven Scottish towns. In 2015-16, all local authorities were invited to bid for SCSP funding following the pilot projects.</p>
<p>The 2015-16 programme comprised seven work packages: travel planning, festivals and culture, walking, branding and website, 20mph, route marketing and mapping. The programme commenced on 1 April 2015 and was completed on 31 May 2016. A time extension was granted by Paths for All, to all local authorities, to allow spending in April and May 2016, to complete SCSP projects.</p> <p>A completion report for this programme was submitted to Paths for All in June 2016 that now enables the Council to claim the grant. Paths for All have confirmed that the full grant will be paid for work relating to SCSP in the financial year 2015-16, due to the completion of the evaluation report.</p>	<p>The programme contributed to Coalition Pledges P45 and P50 and Council Priority CP11.</p>
<p>The total cost for the 2015-16 programme was £994,428, made up of £628,057 of revenue spending, and £366,371 from the Council's capital match funding contribution, as per the grant conditions of eligible sources of match funding.</p> <p>Revenue spend comprised of the full grant amount of £496,371 and a contribution from the Council's cycling revenue budget of £131,686.</p>	<p>The original total budget (including match funding) was £992,742.</p>

Despite the short timescale, the 2015-16 programme has resulted in valuable outcomes. These include:

Engagement with 33 businesses with over 200 employees, to encourage employees to travel more sustainably/actively to work, including the production of 220 personal travel plans for individual employees, showing a range of alternative ways of travelling as opposed to travelling by car.

Improvements to the Council's walking and cycling webpages and increased numbers of people viewing them, as a result of targeted advertising campaigns to specific groups of people.

A city wide survey of all drop kerbs and guardrails in the city.

Research into potential for wayfinding systems, reviewing those in use elsewhere in the UK and abroad.

Community street audits and training/awareness raising for Edinburgh's new street design guidance.

Education and awareness raising for the forthcoming city wide rollout of 20mph speed limits.

55 led cycle rides, involving 423 riders in total, and 8 bicycle maintenance sessions which were open to the public.

Contact: Judith Cowie,
Professional Officer

E-mail:
judith.cowie@edinburgh.gov.uk

Tel: 0131 469 3694

Forthcoming Activities:

The Council has been successful in bidding for SCSP funding again for this financial year (£642,663). The draft SCSP programme for 2016-17 was reported to the Transport and Environment Committee in March 2016 and the chosen work packages are: 1) route information/marketing; 2) walking promotion; 3) cycling research and development; 4) 20mph promotion.

Recent news

Petition to site an Edinburgh Conscientious Objectors and opponents of War Memorial in Edinburgh - Progress Report

On 25 August 2015 the Transport & Environment Committee considered a referral from the Petitions Committee to note the agreement that officers would report on the outcome of discussions with the principal petitioner.

Following approval of the petition representatives of the Memorial Committee were given a tour of Princes Street Gardens and Calton Hill by David Jamieson, Parks and Greenspace. Committee members were shown a number

Background

For further information:

Contact: David Jamieson,
Parks & Green Space
Manager

E-mail:
david.jamieson@edinburgh.gov.uk

Tel: 0131 529 7055

Recent news

of locations that might be suitable for a memorial.

The Committee then worked with an artist to develop a proposal for a memorial in West Princes Street Gardens. Representatives of the Committee met with and presented the proposal to David Jamieson, Paul McAuley, Collections Care Officer – Monuments, and David Dorward, Manager of Princes Street Gardens. A favoured location at the west end of the Gardens was acknowledged to be unsuitable and so the possibility of creating a memorial within one of the three shelters along the top promenade was proposed.

Following a subsequent meeting with Paul McAuley, the Memorial Committee is now giving consideration to more central locations alongside the lower path of West Princes Street Gardens and considering what form would be most suitable for a memorial. Consideration has been given to the desirability of creating a memorial in the form of a piece of public art. To this end the Memorial Committee is in the process of applying for funding to run a competition. To date, they have secured over £5,000 and have revised the date for completion of a memorial to November 2018.

Background

Forthcoming Activities:

None

Recent news

Open Space 2021, Edinburgh's Draft Open Space Strategy for Consultation

The Planning Committee on 11 August 2016 considered a report [Open Space 2021, Edinburgh's draft open space Strategy for consultation](#). The Committee approved the recommendations in the Director's report and referred the report to the Transport and Environment Committee for information.

Background

For further information:

Andrew Smith,
Planning Officer
0131 469 3762

andrew.smith@edinburgh.gov.uk

Forthcoming Activities:

None

Recent news

Consultation on Airspace Change Programme

The Planning Committee on 11 August 2016 considered a report [Consultation on Airspace Change Programme](#) . The Committee approved the recommendations in the Director's report and referred the report to the Transport and Environment Committee for information.

Background

For further information:

Keith Miller,
Senior Planning Officer.
0131 469 3932
keith.miller@edinburgh.gov.uk

Forthcoming Activities:

None

Transport and Environment Committee

10am, Tuesday, 30 August 2016

Supported Bus Services Network; Update

Item number	7.1
Report number	
Executive/routine	Executive
Wards	

Executive Summary

On 15 March 2016, the Committee received a report which approved:

- termination of financial support for bus services 42, 60, 64 and 70;
- implementation of an enhanced service 18, subject to tender returns;
- renewal or continuation of contracts for the 13, 20, 38, 63, and 68;
- withdrawal of financial support for festive bus services;
- consultation with West Lothian Council on cross-boundary services; and
- required a further report on the outcome of these actions.

Committee also decided that every effort should be made to secure sponsorship of Festive bus services, and the outcome be reported to the August meeting for further consideration. This report updates Committee on developments.

Links

Coalition Pledges	P19
Council Priorities	CP11
Single Outcome Agreement	SO1

Supported Bus Services Network; Update

1. Recommendations

- 1.1 It is recommended that Committee:
- notes this report;
 - notes the contracts for services 38 and 20 (Chesser-Gyle section);
 - requests that Lothian Buses consider extending the 63 to Balerno, to ensure access to hospitals following the loss of the Horsburgh 24;
 - notes the open competition taking place for a four year contract for the service 13; and
 - notes that Lothian Buses Alternative Tender for the service 18 has been accepted at a cost of £2,825 per week (£146,900 per year) for up to four years.

2. Background

- 2.1 On 15 March 2016, Committee approved withdrawal of financial support for some supported bus services (42, 60, 64, 70 and Christmas/New Year services), continuation of support for others (13, 20, 38, 63, and 68), and testing the market for an enhanced 18.
- 2.2 West Lothian Council subsequently withdrew financial support for two cross-boundary services, the 24 (Juniper Green-Livingston) and the 23 (a Bathgate-Newton service extended to South Queensferry); these services ended in April.

3. Main report

- 3.1 The contracts for Lothian Buses 63 (Queensferry-Riccarton) and Waverley Travel 68 (Gyle-Clermiston) expire in 2018, so require no further action at present.
- 3.2 Route 20 comprises two separate contracts, Ratho-Gyle and Gyle-Chesser. Only Gyle-Chesser is due to expire. The existing contract will be extended to expire on the same date as Ratho-Gyle and the entire route (if appropriate) then re-tendered. The framework contract ends in August 2017, so both contracts will terminate then. Meanwhile, the Gyle-Chesser contract will continue as at present; the current cost is £2,975.75/week.

- 3.3 The contract for service 38 (Granton-RIE) comprises a frequency increase from two to three buses every hour from 0800 to 1700 Monday-Friday. The supported buses are integrated with the commercial service, so only the commercial operator (Lothian Buses) can fulfil the contract. A contract until the end of the framework has been agreed (August 2017), at a current cost of £2,098/week.
- 3.4 Tenders for the 13 were invited under the framework. The existing service pattern, Findlay Gardens-New Town-Craigleith Retail Park, Monday-Saturday hourly was specified. The bids received did not meet the Council's requirements, and the contract will be subject to open competition.
- 3.5 The 18 (Gyle-Fairmilehead-RIE) is supported during off-peak hours. The previous contract (which expired on 31 July) was operated by Firstbus. In peak hours Lothian Buses operates the route commercially. The report to Committee on 15 March 2016 indicated value in doubling the off-peak frequency with alternate journeys to/from Currie/Balerno and via Firrhill. This was market tested; tenders were invited under the framework.
- 3.6 The best value, and cheapest, bid was Lothian Buses alternative tender, at a cost of £2,825/wk (£146,900/yr). This is about £60,000/yr more than previously. The other bids were unaffordable, increasing the cost to at least £290,000/yr. Lothian Buses did not submit a price for the double frequency variation, but clearly it would be unaffordable.
- 3.7 For the new contracts, operators were invited to submit tenders including acceptance of other operators' tickets. Responses were poor. As Lothian Buses will now operate the 18, all its tickets will be available on this route, mitigating the previous issue of different tickets being required for peak and off-peak buses.
- 3.8 Withdrawal of the 42, 60, 64, and 70 reduced supported service spending by about £227,000/yr. All continuing and discontinued services are listed in Appendix 1.
- 3.9 The cost of cross-boundary services has reduced by around £57,000/yr, mainly due to withdrawal of the 24 as set out in paragraph 2.2. Discussions continue with West Lothian Council about options to mitigate the loss of the 24; there may be a range of options, and final outcomes will be reported to Committee.
- 3.10 The £29,000 previously spent on Christmas and New Year bus services comprised:
£16,000 towards Firstbus services commissioned by West Lothian Council: Edinburgh to Livingston/Bathgate, to Kirkliston/Linlithgow/Falkirk/Stirling, Broxburn, Whitburn, Fauldhouse, West Calder.
£13,000 for Edinburgh-South Queensferry services (including a Unique Events contribution of about £1,000).
Diageo pays Lothian Buses directly for other festive services within Edinburgh; the Council is not directly involved.

- 3.11 Total projected savings over a year are therefore £313,000, which more than meets the gap of £275,000 between the budget and expenditure in 2015-16. However, a Section 75 contribution which helped fund service 63 has now been fully used. Elsewhere, a third-party contribution to service 20 has been reduced by £12,500 and may be withdrawn completely. Because of this, and expenditure during the 70 day deregistration period for withdrawn services, there is a projected overspend on the supported service budget in 2016-17. This is estimated at £135,000. Measures to address this are being considered.
- 3.12 In April 2016, Lothian Buses increased its single fare to £1.60. To keep fares on supported services (including those operated by Lothian Buses) aligned with fares across the city, it was agreed to raise supported service single fares to £1.60. When fares increase, the annual inflation increment normally paid by the Council to operators is not applied. Therefore there will be no inflationary impact on the Council's payments to bus operators this year. As inflation is currently very low, the additional fares revenue is better value for operators.
- 3.13 Committee decided that every effort would be made to secure sponsorship of Festive bus services. Invitations to sponsor services were extended to Council suppliers via 'community benefits' provisions in procurement contracts. They were also extended to Essential Edinburgh and the Edinburgh Business Forum. The Forum indicated that it would not be appropriate to request its members' support. No offers of sponsorship have been made.
- 3.14 Residents of Currie, Balerno, and Cramond have made representations following withdrawal of the 24, 70 and 64. In summary, these appear to seek replacement of the 24, and at least partial (a few services/week) replacement of the 64.
- 3.15 Reinstating the 24 is not possible. The total route cost £110,000/yr, West Lothian Council's share being around £60,000, and over half the route was outwith the Edinburgh Council area. It is recognised that access to St John's Hospital is problematic, so options to mitigate this are being considered. The primary objective is to provide, for residents of Balerno, Currie and Juniper Green, access with one bus-bus interchange to both the RIE and St John's Hospitals, and the Gyle. This is the subject of continuing discussions.
- 3.16 It had been hoped that overall savings would suffice to finance other mitigation. The request for a few services each week to replace the 64 would probably be relatively cheap, but in effect, as shown in paragraph 3.5, the significant increase in the cost of the 18 removed this possibility.

4. 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.

5. Financial impact

- 5.1 The Council budget for supported services 2016/17 is £1.1m/yr.
- 5.2 The Council usually makes annual inflation adjustments to contract prices each summer, except if fares have increased during the previous year. As Lothian Buses increased its single adult fare to £1.60 in April 2016, this increase was applied to all supported services; consequently the Council will not bear an increased inflation cost in the current financial year.
- 5.3 It is anticipated that inflation in bids for expired (and any new) contracts will outstrip generalised inflation.

6. 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.

7. Equalities impact

- 7.1 The outcomes of this report in relation of the 10 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.

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. 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 assessment of supported services.

9. Consultation and engagement

- 9.1 Consultation was undertaken with bus operators. Consultation previously took place with bus users on the criteria used by the Subsam assessment tool.

10. Background reading/external references

10.1 Supported Bus Services future network - Transport and Environment Committee, 15 March 2016.

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11. Links

Coalition Pledges	P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times
Council Priorities	CP11 – An accessible connected city
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	1. Continuing/discontinued supported route details

Appendix 1 Continuing/discontinued supported route details

Operator	Service Number	Projected Annual Subsidy (rounded)	Contract Route and description	Due to expire
Edinburgh Coach Lines	13		Craigleith-Blackhall-Ravelston-West End-New Town-McDonald Rd-Dalmeny St-Lochend-Findlay Gdns. Wholly subsidised. Sole public transport to Dean Galleries and parts of New Town	
First	18		Gyle - Fairmilehead – RIE. Off-peak link across south Edinburgh to work, education, leisure, RIE. Commercial in peak	26/7/16
Lothian Buses	20	£154,500	Chesser-Wester Hailes-Hermiston Gait. Retail, work, leisure, for communities isolated from main bus network. Service outwith main bus corridors, connecting them and out-of-centre activities. Subsidy includes Tesco contribution	
Lothian Buses	20 extn	£266,000	Ratho-Gyle. Extension links Ratho, Gyle and services to/from City Centre	31/5/18
Lothian Buses	38	£94,000	Granton-WGH-Balgreen-Morningside– RIE. Frequency enhancement ensures commercial viability	
Lothian Buses	42	£60,500	City Centre-Portobello (evenings and weekend)	
Various		£29,000	Xmas/Hogmanay Buses	Discontinued
Lothian Buses	60	£42,000	Scottish Parliament-Southside-Bristo. Service outwith main bus corridors, connecting them and out-of-centre activities	Discontinued June 2016
Lothian Buses	63	£241,500	Queensferry-Kirkliston-RBS-Gyle-Edinburgh Pk-Stevenson Coll-Hermiston Gait- Sighthill-Hermiston P&R-Riccarton. Hourly link to work, education, leisure, retail	27/7/18
Horsburgh	64	£158,500	D Mains-Cramond-Maybury-Edinburgh Pk. Hourly frequency most of the day. Access to work, retail, leisure	Discontinued June 2016
Waverley Travel	68	£74,000	Gyle- Corstorphine - Clermiston. Off-peak, provides retail access for mainly elderly users. Sole public transport for Turnhouse	31/3/18
Waverley Travel	70	£15,000	Balerno-Currie-Gyle. Retail access, mainly for elderly residents not on a bus route. One return journey Weds, Fri, two returns Sat	Discontinued June 2016

Cross-boundary services (all West Lothian, contract managed by WLC)				
Horsburgh	7	£69,500	Winchburgh – Queensferry. Links St John's Hospital when no other direct service (early AM, late PM, evenings Mon-Sat)	
Horsburgh	40/X40	£7,000	St John's - RIE. 4 return journeys per day diverted to connect Ratho directly with hospitals	
Horsburgh	24	£50,500	Juniper Green - Currie - St John's Hospital. Six return journeys per day	Discontinued June 2016
First	22A		Harthill - Livingston- Winchburgh. South Queensferry extension Mon- Sat	
	23		Bathgate extension to South Queensferry. No CEC subsidy	Discontinued June 2016
First	10, 27, 28, 38, 212		Christmas, New Year	CEC subsidy discontinued

Transport and Environment Committee

10am, Tuesday, 30 August 2016

School Streets pilot project evaluation

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

Executive Summary

This report provides an evaluation of the School Streets pilot project (pilot) which aims to reduce the amount of traffic on streets outside or around primary school entrances for periods at the beginning and end of the school day, thus creating more attractive conditions for children to walk and/or cycle to and from school.

The pilot covered nine primary schools and required an Experimental Traffic Regulation Order (ETRO) at each school to facilitate the legal restriction of motor vehicles (with some exemptions) on relevant streets. Drivers were made aware of the restrictions at each location through the installation of large signs at all entry points which flash during school-specific operating periods.

Links

Coalition Pledges	P32
Council Priorities	CO5 , CO22
Single Outcome Agreement	SO4

The evaluation examines changes to vehicle speeds and volumes, the numbers of children walking and cycling to school, and perceptions of local residents, parents, and other key stakeholders. The evaluation also fulfils a commitment within the Local Transport Strategy, approved by the Transport and Environment Committee on 3 June 2014, to trial school streets at up to five schools.

Benefits evidenced through the pilot are lower vehicle speeds on School Streets and peripheral streets surveyed and an overall reduction in net vehicle volumes on the streets surrounding the pilot schools during restriction times. Parent and resident perceptions towards the scheme improved, according to the findings of the 'before' and 'after' surveys, especially with regards to feelings of safety, motorist compliance, problem displacement (vehicles) and inconvenience and difficulties associated with the restrictions. The evaluation also indicates that the number of children walking to/from school has increased, whilst those being driven has fallen.

Updated selection criteria are presented, and subject to Committee approval, School Streets will be formally embedded within the suite of School Travel Plan options available to schools. By having a range of travel plan options available to schools, this helps the local school community to tailor the most appropriate solution towards helping reduce congestion and its associated risks outside of schools, whilst creating environments more conducive to encouraging travel to school by foot and by bike. What has been made clear through the pilot, however, is that part-time restrictions to motor vehicles are not appropriate for many school locations, due to their inherent road layouts.

School Streets pilot project evaluation

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the positive progress made under the pilot;
 - 1.1.2 gives its approval to commence the statutory process to make permanent the Experimental Traffic Orders for the (nine) pilot project schools;
 - 1.1.3 delegates authority to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine objections received as part of this statutory process; and
 - 1.1.4 approves the updated School Streets selection criteria for considering school applications in the future.

2. Background

- 2.1 On 3 June 2014, the Transport and Environment Committee agreed the selection of eleven schools to participate in the proposed School Streets pilot, to be introduced in two phases. Various update reports have been approved by Committee since (see 'Background reading' - section 10), including the removal of Buckstone and Bonaly Primary Schools from the process, leaving nine schools constituting the pilot:
- phase one: Abbeyhill, Colinton, Cramond, Duddingston, Sciennes, and St John's (implemented during September and October 2015); and
 - phase two: Clermiston, St Peter's, and Towerbank (March 2016).
- 2.2 The aim of the pilot was to see reductions in the number of children being dropped off/picked up outside school by private car, and to increase the level of walking and cycling to school. On the understanding that some parents would continue to drop off/pick up their children by private car, another objective of the project was for this to occur across a more dispersed area, rather than directly outside of the school gate(s).
- 2.3 This report provides an evaluation of the School Streets pilot project, encompassing vehicle speeds, vehicle volumes, air quality, parent and resident perceptions and stakeholder representations received, notably from Police Scotland.

3. Main report

- 3.1 In recent years, the Council has been working with schools to ensure that each has a School Travel Plan to encourage and facilitate safe and sustainable travel to school. The School Streets concept builds on the School Travel Plan initiatives of ParkSmart and Park and Stride in discouraging motorists from parking outside of school entrances. School Streets goes one step further by restricting motor vehicles from streets outside or around school entrances.
- 3.2 This approach proved favourable through the Local Transport Strategy public and stakeholder consultation (approved by the Transport and Environment Committee on 3 June 2014), which identified that almost 60% of respondents supported the option to introduce School Streets. As a result, the Council invited schools and parent councils to apply to be considered as part of the pilot, and determined specific schools using criteria described under 'Background Reading'.
- 3.3 To aid implementation the pilot was achieved in two phases: phase one comprised six schools and phase two, three schools. An Experimental Traffic Regulation Order (ETRO) was advertised and progressed for each school, to enable the legal restriction of motor vehicles on relevant streets. Drivers were made aware of the restrictions at each location through the installation of large signs at all entry points which flash during school-specific operating periods. The Council, however, has no powers to enforce School Streets; this is undertaken by the Police.
- 3.4 As part of the Order, exemptions for specific vehicle types were included, for example, doctors and utility companies. Residents with vehicles registered at an address within the School Streets closure were also exempt from any restrictions, so long as they applied for a permit through the Council. A total of 563 permits were issued across the nine pilot school areas.
- 3.5 The ETRO for each school lasts a period of 18 months. Phase one ETROs lapse on 15 March 2017, while phase two ETROs lapse on 13 September 2017. After these times, the individual schemes would no longer be backed by a legal order, and would be unenforceable. Due to this the signs would have to be removed, bringing to an end the various School Streets schemes.
- 3.6 The aim of the evaluation is to determine the success or otherwise achieved through the pilot, and to inform a decision on whether to progress a permanent Traffic Regulation Order (TRO) at each location. The TRO process usually takes about six months, thus the rationale for reporting to Committee by September 2016 - six months prior to most of the ETROs lapsing. Delegating power to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine any objections, significantly increases the likelihood of being able to complete the statutory process to make the schemes permanent prior to the expiry of the ETROs.

Evaluation

- 3.7 In order to evaluate the scheme, a number of 'before' and 'after' surveys were undertaken, encompassing:
- Vehicle speeds and volumes: results and descriptions for each school are presented under Appendices 1 and 2 (note: surveys carried out for all schools except St Peter's - no 'after' data ascertained due to the unexpected school building closure from March until late May 2016). Air quality calculations are also provided in Appendix 3.
 - Perceptions (detailed in Appendix 4): via a fixed sample of residents living on both school streets and peripheral streets, and a non-fixed sample of parents, which resulted in a far greater number of 'after' responses (539 compared to 47 'before'), aligned to increased awareness amongst parents as the project was implemented and the communications plan (to increase awareness) enacted.
 - School travel: the annual September Sustrans Hands Up surveys asking pupils 'How do you normally travel to school?' offers 'before' but not 'after' (September 2016) data due to evaluation timings, therefore the Living Streets' interactive Travel Tracker (pupils record their travel mode on the class Smartboard on an ad-hoc basis) data for June 2015 and June 2016 was used instead.
- 3.8 In addition to these surveys, the views of wider stakeholders were sought 'before' and 'after' the launch of the pilot, with representations from the following stakeholders received:
- Police Scotland, Road Haulage Association, Primary Schools (Head Teachers and Business Managers), Parent Councils, Royal Hospital for Sick Children, Community Councils, and Neighbourhood Partnerships.
- 3.9 Issues and suggestions were also provided through initial engagement exercises, and follow-on statutory consultation exercises, as well as via service requests and correspondence received from residents and the school community. The main themes to emerge through stakeholder feedback were (in priority order):
- road restrictions will not be/are not obeyed unless the police are present: 223;
 - the problem will move/has moved elsewhere: 142;
 - School Streets perceived as beneficial: 129;
 - School Streets perceived as an inconvenience: 65;
 - the signage is not clear: 48;
 - School Streets has made no difference: 35;
 - School Streets has helped local residents park more easily: 15; and
 - School Streets is causing conflict between parents: 6.

3.10 The three main issues established through consultation were concerns related to motorist non-compliance, displacement of the problem(s) to other streets, and inconvenience and difficulties associated with the restrictions. The following section of the report thus explores, by means of information ascertained through the vehicle speed and volume surveys, parent/resident perception surveys and Police Scotland feedback, whether these perceived issues were realised during the pilot.

Motorist compliance

- 3.11 In terms of compliance with the road restrictions during operating times, parents and residents were both asked if motorists will ('before' survey) or have ('after' survey) complied with the street restrictions. Parents who agreed with this increased from 43% to 54%, and those who disagreed decreased from 32% to 29%, thus parent perceptions became slightly more positive from 'before' to 'after' in terms of motorist compliance.
- 3.12 School Streets residents' perceptions of motorist compliance were more positive, seeing agreement levels increase from 44% to 64% and disagreement levels decrease from 17% to 12%. Peripheral resident agreement levels increased from 36% to 59%, though those who disagreed also increased from 20% to 25%.
- 3.13 In all cases, perceptions of motorist compliance improved from 'before' to 'after', seeing notable increases in agreement levels for both school street and peripheral street residents. Almost one-third of parents and one-quarter of peripheral residents, however, still perceive non-compliance as an issue.
- 3.14 Based on representations received throughout the pilot monitoring period, occasional requests for Police presence were made at certain locations experiencing non-compliance. Police Scotland issued nine conditional offers and numerous warnings to motorists (not officially recorded), and whilst the Police are aware of non-compliance, insufficient resources are cited as to why they cannot be regularly present in the vicinity of schools.
- 3.15 Police Scotland, via Edinburgh's Traffic Management Liaison Officer and inspectors and community officers from local areas where the pilot was trialled, suggested the following issues/opportunities to help make for a more successful School Streets approach, in terms of motorist compliance:
- road layouts: school streets should be those with little or no through road access, and no large developments situated off the school street, as these can generate a high volume of vehicle exemptions (enforcement challenges);
 - enforcement difficulties: Abbeyhill required numerous exemptions for carers accessing the local supported shelter housing complex, while the Sciennes school street (Sciennes Road) serves as both a through road, and is the location of the Royal Hospital for Sick Children (exemptions required for some staff);

- position of enforcement signs: not clearly visible to motorists [Abbeyhill, Sciennes and Colinton], meaning motorists may find themselves in a scheme and not be aware of it until it is too late; and
- motorists entering an area before restriction times: little to inform motorists should they inadvertently move off within the restricted time period. If the scheme becomes permanent, consideration should be given to surface markings/other signs within the restricted streets to inform motorists.

Displacement of vehicle problems to other streets

- 3.16 Concerns associated with motor vehicle displacement centre on a perceived ripple effect of vehicle speeds and volumes and parking issues to peripheral streets, as a result of restrictions to vehicles on school streets.
- 3.17 The average speed reduction across all School Streets (restricted streets) surveyed was 1.2mph, whilst 1.2mph was also the average reduction seen across all surrounding streets. The pilot resulted in a drop in average speeds around all schools except Abbeyhill (increases on surrounding streets). Average speeds also fall well within the speed limits for all streets surveyed, except for Gamekeepers Road, Mountcastle Drive North and Duddingston Road (note the data issue with the latter two locations, as described in Appendix 2). Motorists, therefore, are shown to comply with speed limits on the vast majority of surrounding streets.
- 3.18 The overall net difference in volume across all streets surveyed was 2,259 fewer vehicles, with vehicle numbers reducing by 3,179 over the recording period on school streets, whilst vehicle numbers on surrounding streets increased by 920 over the same period (Mountcastle Drive North and Duddingston Road data excluded from the analysis - data issue - as described in Appendix 2). The increases seen on surrounding streets are notably less than the reductions seen on school streets, thus the net effect is fewer vehicles on streets around schools after the initiative, than before.
- 3.19 Vehicle volume data also enabled an analysis of air quality, specifically NOX levels (Nitrogen Oxides - an indicator for Nitrogen Dioxide, an irritant gas produced in areas of motor traffic) to be undertaken. Across all streets (excluding Mountcastle Drive North and Duddingston Road results - data issue) NOX levels reduced by 1631 g/km (grams per kilometre). The data shown in Appendix 3 suggests that the pilot has helped reduce irritant gas levels on streets surrounding schools.
- 3.20 As well as survey results, Police Scotland also highlighted the following issues associated with vehicle displacement:
- increased road safety risk at Cramond: due to the local road layout children are being escorted over a much busier road (Whitehouse Road - where parents park on both sides) compared to before the scheme; and
 - knock-on effect: new complaints from areas where school parents' car parking has been displaced to.

Inconvenience and difficulties associated with the restrictions

- 3.21 When asking both parents and residents if they believe their day-to-day life will be ('before' survey) or has been ('after' survey) made more difficult by vehicle restrictions, the percentage of parents who agreed fell from 36% to 18%, while those disagreeing with this notion rose from 41% to 61%.
- 3.22 Residents of school streets who agreed fell from 25% to 18%, while those who disagreed increased from 42% to 56%. Agreement levels with this statement for residents living on peripheral streets showed an increase, from 28% to 34%, however, disagreement levels almost doubled from 20% to 38%.
- 3.23 Significantly, the number of parents who perceived School Streets as a difficulty halved to less than two in ten, while fewer than two in ten of school street residents also perceive the initiative as a difficulty. It is notable, however, that over one-third of residents on peripheral streets perceive that their daily life has been made more difficult by the initiative.
- 3.24 Conversely, the number who disagreed with this notion increased notably following the launch of the initiative, with almost two-thirds of parents, over half of School Streets residents, and over one-third of surrounding street residents not viewing the initiative as a difficulty. For surrounding street residents, there is now an approximately equal split between those that now agree and disagree, whereas 'before' more responses suggested people would find it more difficult.

Other benefits

- 3.25 A key aspect of the pilot was to determine if there were increases to levels of children walking and cycling to/from school and reductions in those being driven to/from school. The school travel recording method (Travel Tracker) undertaken in class resulted in variability across the schools in terms of quantity of pupils recording their travel patterns, and frequency of reporting in schools. Due to this there is missing 'before' or 'after' data from three of the schools (Clermiston, Towerbank, and St Peter's). School travel changes, averaged for the remaining six schools (detailed in Appendix 5), showed that from June 2015 to June 2016 the following mode change percentages were seen:
- Walking increased by 3%.
 - Cycling reduced by 1%.
 - Park and Stride increased by 2%.
 - Driven to/from school reduced by 6%.
- 3.26 There are concerns with data consistency and quality with this method, however, this offers a sense that the project has seen increased levels of walking and reduced levels of driving, though cycling levels also appear to have fallen.

- 3.27 The main benefit of the pilot, as identified by both residents and parents through the 'before' surveys, was improved safety of children travelling to/from school, which was identified by 74% of residents and 72% of parents. In the 'after' surveys these both reduced to 50% and 65% respectively. This suggests that the percentage of both parents and residents who view improved safety for children as a benefit, fell from the 'before' to 'after' period - a notable 24% fall for parents. Perceptions are therefore less positive as far as child safety is concerned.
- 3.28 Both parents and residents were then asked explicitly about their feelings of safety on streets around the schools during restriction periods. 66% of parents agreed (22% strongly agreed) that the streets with vehicle restrictions feel safer during operating times, whilst 16% disagreed (5% strongly disagreed). The remainder did not know or had no view either way.
- 3.29 61% of School Streets residents agreed (26% strongly agreed) that the streets with vehicle restrictions feel safer during operating times, whilst 13% disagreed (7% strongly disagreed). For residents on peripheral streets, 48% of residents agreed (13% strongly agreed) and 12% disagreed (8% strongly disagreed).
- 3.30 These results identify that approximately two-thirds of both parents and School Streets residents perceive safety benefits as a result of the pilot. On peripheral streets, however, just under a half of residents perceive safety benefits through the pilot. In all cases, approximately 15% of respondents disagreed that the pilot has made the streets safer. The net effect therefore is improved perceptions of safety, especially on School Streets.

Lessons Learned

- 3.31 Experience gained through the pilot identified two key determining factors:
- School Streets which act as a through road are more challenging and resource intensive to enact and enforce; and
 - there needs to be strong ongoing commitment from the school and school community.
- 3.32 As a result of the pilot and associated feedback, it is recommended that the following criteria are used going forward to determine whether a school can be considered for School Streets, as one option from the wider School Travel Plan suite of options available. The selection criteria (previously approved by Committee - see 'Background Reading'), and amendments or additions established through the experience of the pilot, are detailed below:
- proven positive support from school staff, parents and parent councils;
 - current commitment to promoting walking and cycling activities;
 - new criteria: schools are willing to formally sign a written commitment to ensure that they will pro-actively promote the scheme to parents, regularly ascertain pupil travel data, and facilitate the gathering of views from parents/the school community;

- the school's location on the road network;
- the school entrance should not be on a bus route;
- amendment: current criterion - good infrastructure provision (ie surrounding streets can accommodate displaced traffic movements), amended to, good infrastructure provision: peripheral streets can accommodate displaced traffic movements, and contain appropriate parking capacity;
- the availability of suitable 'Park and Stride' locations;
- new criteria: peripheral streets can safely enable new 'Park and 'Stride' movements via appropriate footways and crossing points;
- high levels of car use to school;
- high levels of congestion at school gates;
- new criteria: School Streets have little by the way of alternative trip attractors (ie care home, doctors) that necessitate increased vehicle exemption permits; and
- new criteria: School Streets offer sufficient space and visibility options for positioning signs (entry, and potentially internal repeater signs).

4. Measures of success

4.1 Success, as identified through previous reports submitted to Committee (see 'Background Reading', is measured through:

- a reduction in traffic congestion and speed around school gates, as measured through before and after traffic speed and volume surveys;
- an increase in walking and cycling and reduction in car trips; and
- parent and resident perception surveys, and feedback from the schools, the Police and other relevant stakeholders.

4.2 The pilot evaluation has therefore identified:

- a reduction in vehicle speeds on both School Streets and surrounding streets;
- a reduction in vehicles outside the school gates on School Streets;
- a net reduction in traffic volumes across School Streets and surrounding streets;
- air quality improvements with associated reductions in Nitrogen Oxides;
- an indication that walking to/from school has increased, and that car trips to/from school have reduced, though cycling saw a marginal reduction (1%);
- improved perceptions of safety associated with the restrictions;
- improved perceptions of motorist compliance, especially amongst residents;

- reductions in those who perceive the restrictions as a difficulty in their lives; and
- road layout and enforcement issues that have informed the updated selection criteria.

5. Financial impact

- 5.1 The pilot costs were met from the approved annual Road Safety capital and revenue budgets, with costs spread across the financial years 2015-16 and 2016-17 reflecting the extent of the project.
- 5.2 The cost of the pilot is in the order of £186,218, which includes the following key elements:
- £92,050: signage and surface markings;
 - £48,690: staff costs;
 - £3,960: parking permits
 - £21,650: vehicle surveys;
 - £6,916: school resources; and
 - £10,222: consultation and communications.

6. Risk, policy, compliance and governance impact

- 6.1 The authorisation to promote an ETRO on 9 November 2015 initiated a formal statutory process. An ETRO provides a flexible opportunity for a Local Authority to pilot new transport concepts for a set period of time, but the legal process governing ETROs does not allow for the Traffic Order to continue beyond its expiry date. The maximum period for which the ETRO can be in force is 18 months, and these lapse on 15 March 2017 for the six phase one schools, and 13 September 2017 for the three phase two schools.
- 6.2 The key risk therefore relates to the need to formalise the existing ETROs into a permanent Traffic Regulation Order in the timescale available before the ETROs lapse. This can be mitigated if Committee delegates power to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine objections received as part of this statutory process. If Committee agrees to this, then the various schemes can continue seamlessly, without the School Streets restrictions having to cease until a permanent order comes into operation. Any lull in school street restrictions would jeopardise the successes seen in terms of changes in perceptions, and travel behaviours.

- 6.3 The other principal risks associated with this initiative are:
- lack of enforcement;
 - non-compliance by motorists; and
 - lack of ongoing commitment and buy-in from schools.
- 6.4 These risks continue to arise, but are mitigated on an ongoing basis through Police Scotland representation on the School Streets working group, ad-hoc on-street Police presence and through the Council's Road Safety and Active Travel Liaison Officers working with schools.

7. Equalities impact

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

8. Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the Climate Change (Scotland) Act 2009. Relevant Council sustainable development policies and the Local Transport Strategy 2014-2019 have been taken into account and are noted under Background Reading reference.
- 8.2 The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh because the initiative's principal aim is to both reduce the number of vehicles outside school gates and the levels of carbon dioxide and nitrogen oxide emissions. It also aims to improve facilities for cyclists and pedestrians thus promoting personal wellbeing.

9. Consultation and engagement

- 9.1 For the various consultation elements of the pilot, in accordance with the applicable legislation, proposals were advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, for example, to Community Councils and the emergency services, as well as to the local ward Councillors. Details were also made available on the Council website. Letters providing information about the consultation were also delivered to residents.
- 9.2 The views of relevant school communities, Community Councils, Neighbourhood Partnerships and the Freight Haulage Association were also sought both 'before' and 'after' to identify key issues or areas for improvement.
- 9.3 The pilot was developed through active engagement with the relevant schools and parent councils, and the Police who were a constituent part of the project working group which also included Council representation from the Road Safety, Parking and Permits, Communications, and Traffic Regulation Orders sections.
- 9.4 Ongoing liaison was ensured with the schools and parent bodies through the work of the Council's Road Safety and Active Travel Liaison Officers who work directly with schools, and who were a key part of the project team.

10. Background reading/external references

- 10.1 [School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order](#) – Report to Transport and Environment Committee 12 January 2016
- 10.2 [School Streets Phase 1 Consultation on Experimental Traffic Regulation Order](#) – Report to Transport and Environment Committee 25 August 2015
- 10.3 [Delivering the Local Transport Strategy 2014-2019: School Streets Consultation](#) – Report to Transport and Environment Committee 2 June 2015
- 10.4 [Delivering the Local Transport Strategy 2014-2019: School Streets - Selection Process](#) - Report to Transport and Environment Committee 28 October 2014
- 10.5 [School Streets - Update on Project Development](#) - Report to Transport and Environment Committee 3 June 2014

10.6 The policy of implementing school street schemes across the city delivers on the following sustainable development policies: [Transport 2030 Vision](#), [Local Transport Strategy](#)

Paul Lawrence

Executive Director of Place

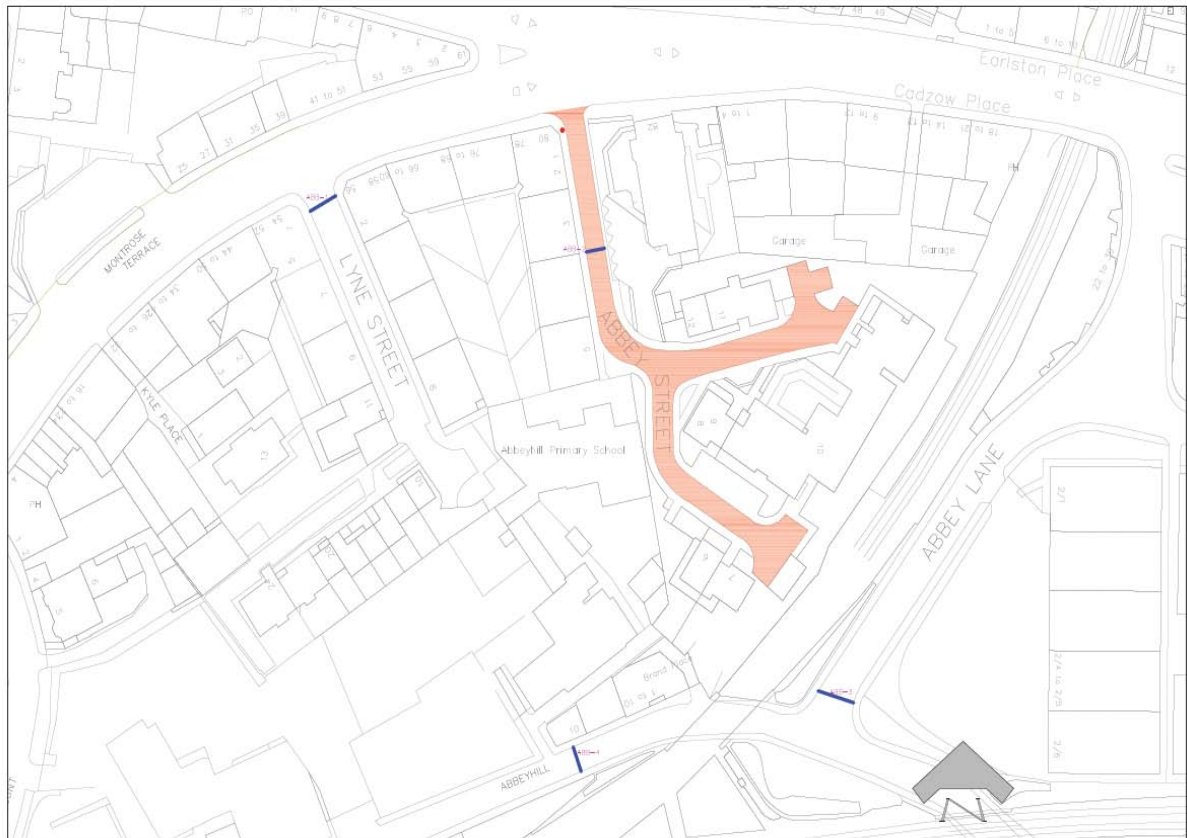
Contact: Steven Murrell, Road Safety Project Officer

E-mail: steven.murrell@edinburgh.gov.uk | Tel: 0131 469 3699

11. Links

Coalition Pledges	P32 – Develop/strengthen local community links with the police
Council Priorities	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	Appendix 1 - Vehicle Survey Locations Appendix 2 - Vehicle Speeds and Volumes Appendix 3 - Air Quality Appendix 4 - Perceptions Appendix 5 - School Travel

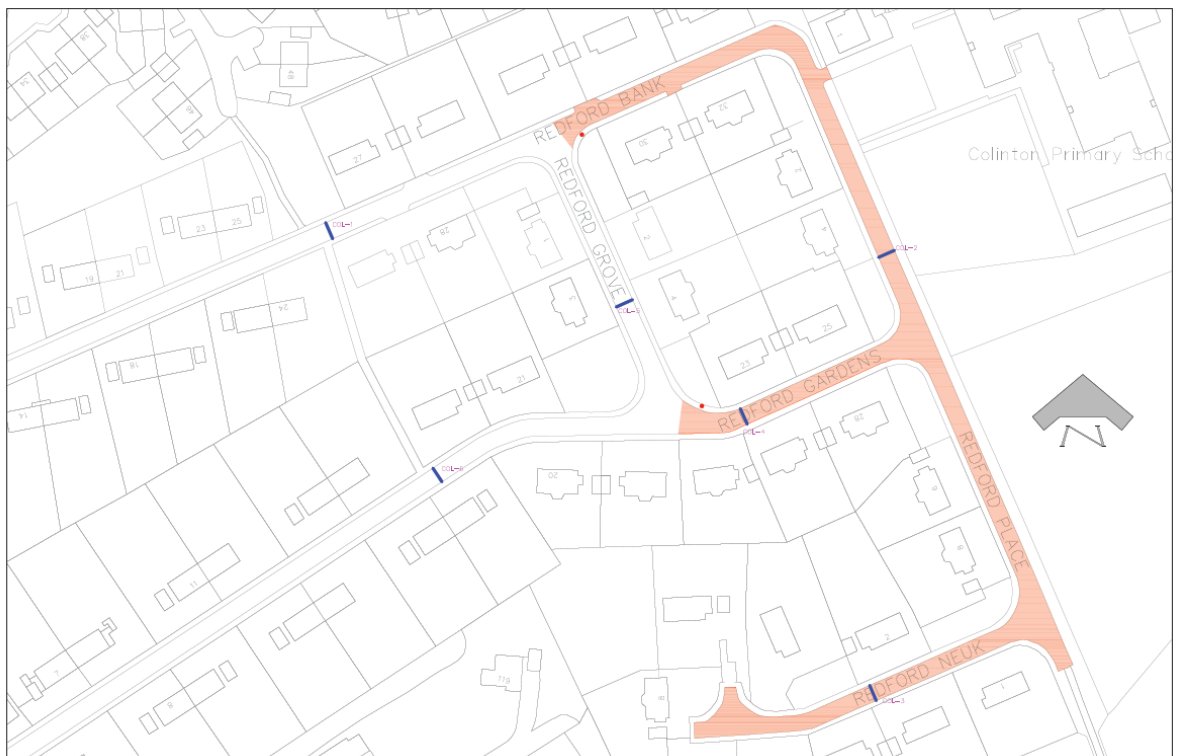
Appendix 1 – Vehicle survey locations



- Roads within scheme.
- Speed Survey Location.

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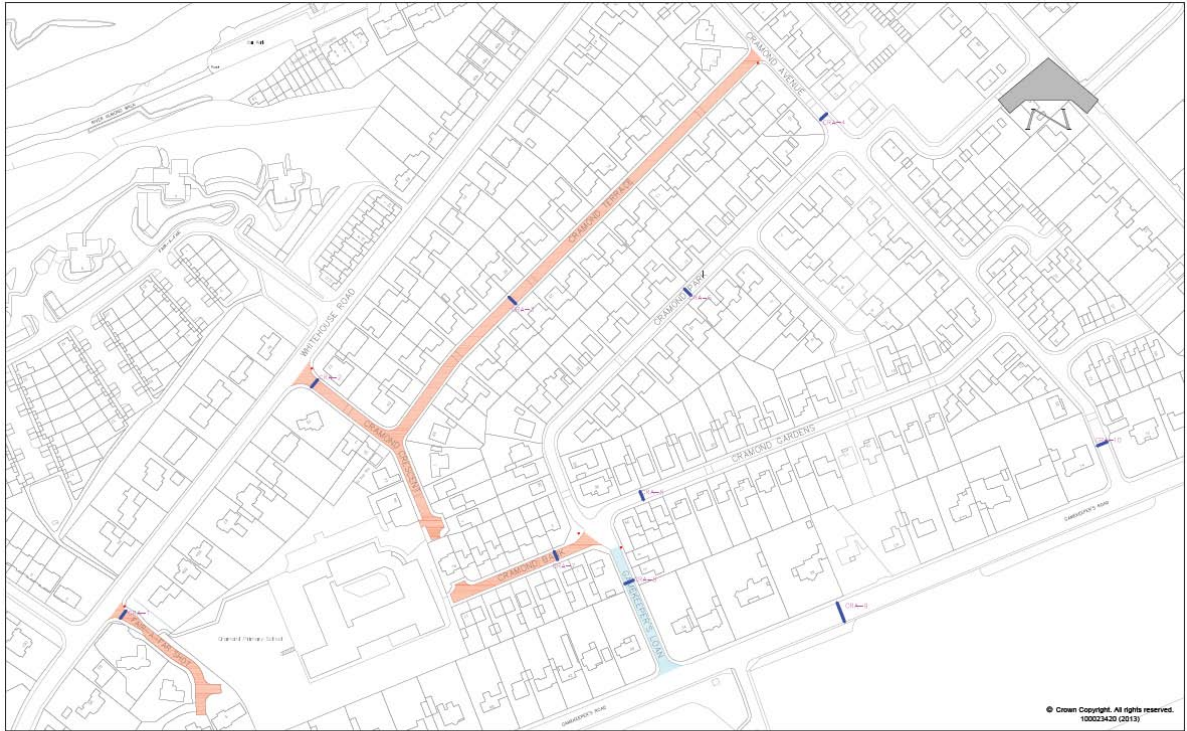
**Abbeyhill Primary
School Streets**



- Roads within scheme.
- Speed Survey Location.

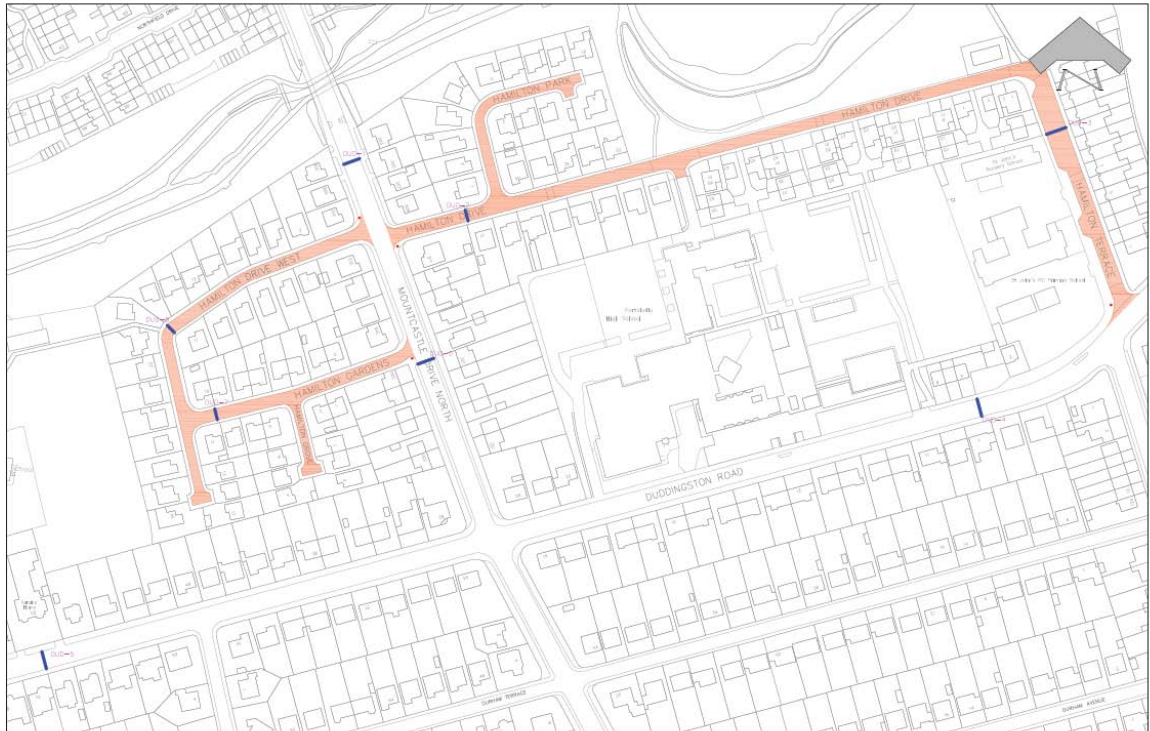
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**Colinton Primary
School Streets**



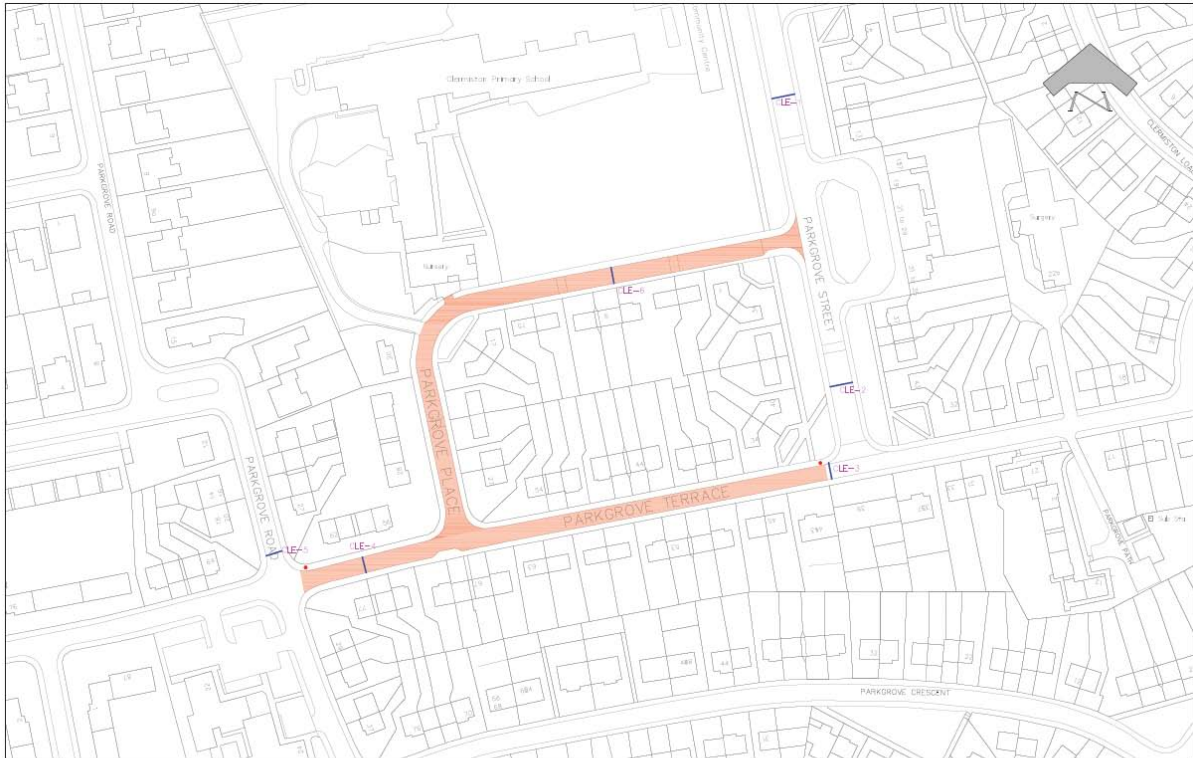
- Sign Location
- Speed Survey Location.
- Roads within scheme.
- Roads added after consultation.

Cramond Primary School Streets



- Roads within scheme.
- Speed Survey Location.

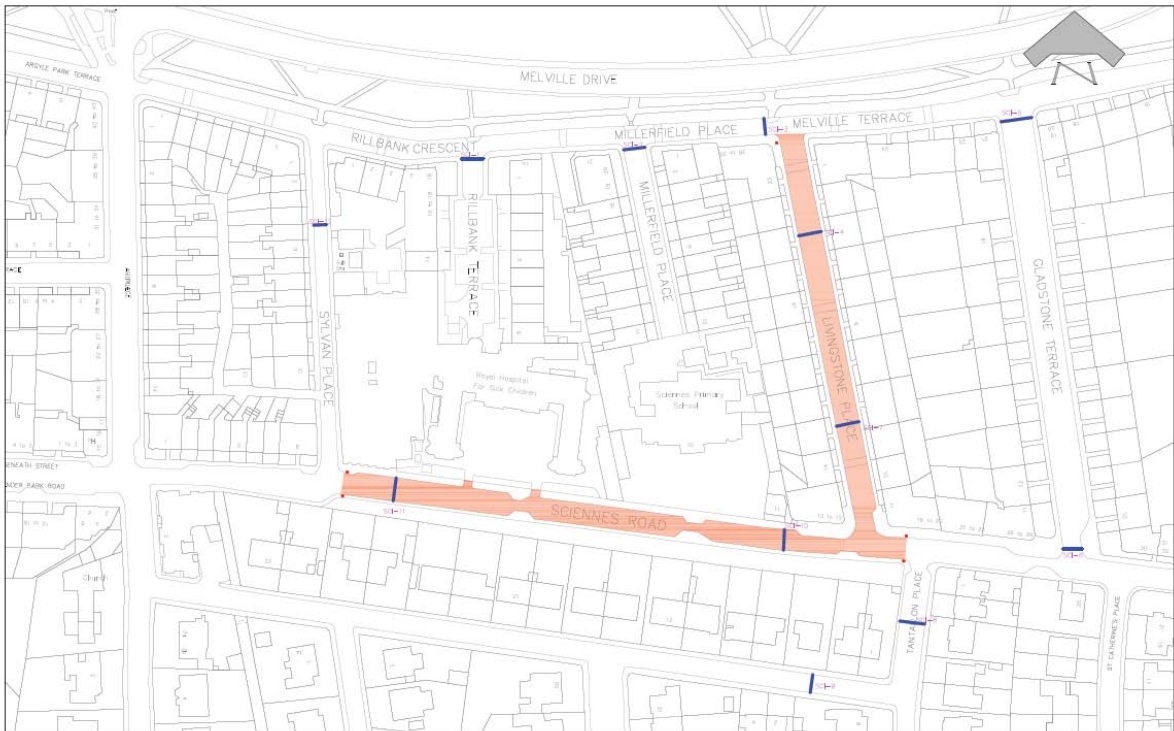
Duddingston and St John RC Primary School Streets



 Roads within scheme.
 Speed Survey Location

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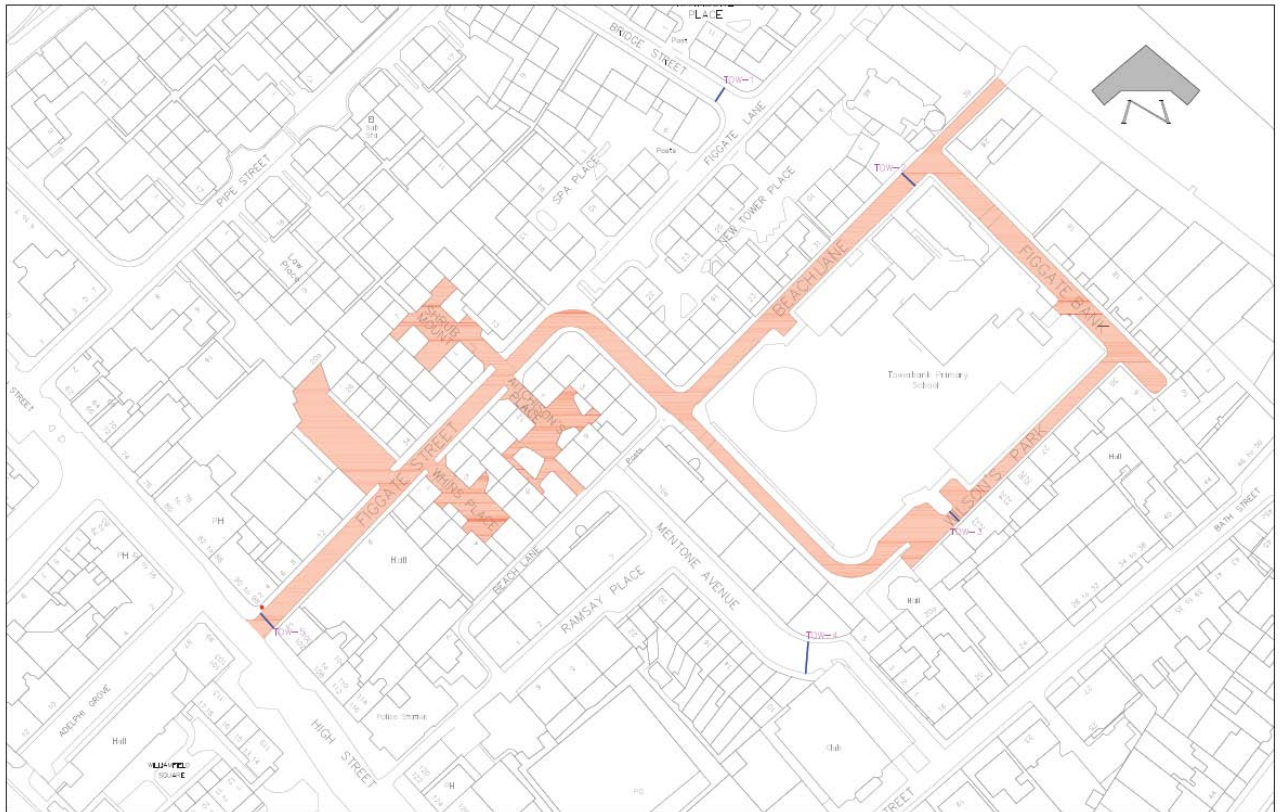
Clemiston Primary School Streets



 Roads within scheme.
 Speed Survey Location.

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Sciennes Primary School Streets



Roads within scheme.
 Speed Survey Location

Towerbank Primary School Streets

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Note: St Peter's is not shown as vehicle analysis was not completed at this location due to the temporary closure of the school building during the monitoring period.

Appendix 2 - Vehicle Speeds and Volumes

These surveys were carried out using pneumatic tubes for a period of 14 days. The before surveys were carried out in June 2015 prior to the pilot starting in September and the after surveys were carried out in May 2016, six months after the beginning of the pilot. This allowed us to gather vehicle volumes for the three peak hours in the morning and three peak hours in the afternoon around school pick up and drop off times. The hours were 0700–1000 and 1300–1600 Monday to Thursday and 0700-1000 and 1100–1300 on Fridays only. This covered the times that certain roads would be closed under the School Streets Pilot. The tables below show the location of the surveys and the approximate before and after daily average vehicle speeds over the combined peak hour periods. Streets marked with * are the streets which were subject to vehicle restrictions.

Abbeyhill Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Lyne Street	6.7	7.8	1.1	16%
*Abbey Street	10.9	10.5	-0.4	-4%
Abbey Lane	8.3	10	1.7	20%
Abbeyhill	15.7	17	1.3	8%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Lyne Street	157	141	-16	-10%
*Abbey Street	346	186	-160	-46%
Abbey Lane	2264	2473	209	9%
Abbeyhill	2210	2693	483	22%

The speed surveys for Abbeyhill indicate that average speeds on the School Street (Abbey Street) reduced slightly by 0.4mph on average, whilst average speed on the surrounding three streets increased by an average of 1.4mph. Average speeds on both street types are typically 10mph, rising to 17mph on Abbeyhill. The volume surveys for Abbeyhill indicate that there were 160 fewer vehicles (46% reduction) travelling on the school street at and around restriction times, whilst a net increase of 676 vehicles was recorded on surrounding streets (Lyne Street -10%, Abbey Lane +9%, and Abbeyhill +22%). Surveys at Abbeyhill suggest slight speed increases on surrounding streets, and a displacement of traffic from the School Street to surrounding streets.

Colinton Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Redford Bank	17.5	14.5	-3	17%
*Redford Place	13.1	12.7	-0.4	3%
*Redford Neuk	14.6	13	-1.6	11%
*Redford Gardens (o/s 23)	16.1	13.7	-2.4	15%
Redford Grove	13.8	11	-2.8	20%
Redford Gardens (o/s 18)	17.1	15.4	-1.7	10%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Redford Bank	276	171	-105	-38%
*Redford Place	145	47	-98	-68%
*Redford Neuk	19	14	-5	-26%
*Redford Gardens (o/s 23)	201	94	-107	-53%
Redford Grove	59	61	2	3%
Redford Gardens (o/s 18)	245	204	-41	-17%

The surveys for Colinton indicate that there was a decrease in both vehicle speeds and volumes on both School Streets (210 fewer vehicles, and 1.5mph average speed reductions) and on surrounding streets (144 fewer vehicles, and 2.5mph average speed reductions), with traffic volumes seeing a negligible increase (two vehicles) on the surrounding street of Redford Grove. On all streets average vehicle speeds fell to 15mph or below. Based on the survey data, it is apparent that the Colinton scheme has seen a reduction in vehicle speeds and volumes, and no displacement of traffic.

Clermiston Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Parkgrove Street o/s 9	16.8	15	-1.8	11%
Parkgrove Street o/s 43	13.1	12	-1.1	8%
*Parkgrove Terrace o/s 39	14	12.3	-1.7	12%
*Parkgrove Terrace o/s 75	17.5	11.6	-5.9	34%
Parkgrove Road	14.3	13	-1.3	9%
*Parkgrove Place	11	12.2	1.2	11%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Parkgrove Street o/s 9	1015	803	-212	-21%
Parkgrove Street o/s 43	966	806	-160	-17%
*Parkgrove Terrace o/s 39	390	268	-122	-31%
*Parkgrove Terrace o/s 75	409	Error in Data	-	-
Parkgrove Road	197	233	36	18%
*Parkgrove Place	304	145	-159	-52%

Speed surveys for Clermiston identified average speed reductions of 2.1mph on School Streets, and 1.4mph reductions on surrounding streets. All streets saw speed reductions except for Parkgrove Place which witnessed an average increase of 1.2mph. In all cases vehicle speeds are 15mph or less. The volume surveys for Clermiston indicate 281 fewer vehicles across the two school streets, and 336 fewer vehicles across the two surrounding streets surveyed (though Parkgrove Road saw a 36 vehicle increase: 18%). Vehicle numbers are therefore much reduced on Clermiston's School Streets and surrounding streets, even though Parkgrove Road saw a minor increase.

Cramond Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
*Fair a Far Shot	9.9	12	2.1	21%
*Cramond Crescent	11.7	12	0.3	3%
*Cramond Terrace	16.6	13.5	-3.1	19%
Cramond Avenue O/S 17	13.8	13.1	-0.7	5%
Cramond Park	17.1	16	-1.1	6%
Cramond Gardens	15.7	14.1	-1.6	10%
*Cramond Bank	12.9	11.8	-1.1	9%
*Gamekeepers Loan	13	14.4	1.4	11%
Gamekeepers Road	31.4	29.5	-1.9	7%
Cramond Avenue - South of 26	17.2	14.7	-2.5	15%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
*Fair a Far Shot	41	33	-8	-20%
*Cramond Crescent	433	246	-187	-43%
*Cramond Terrace	205	109	-96	-47%
Cramond Avenue O/S 17	285	264	-21	-7%
Cramond Park	134	140	6	4%
Cramond Gardens	188	147	-41	-22%
*Cramond Bank	128	97	-31	-24%
*Gamekeepers Loan	406	225	-181	-45%
Gamekeepers Road	6515	7367	852	13%
Cramond Avenue - South of 26	496	531	35	7%

The speed surveys for Cramond indicate that on the five streets which experienced restrictions during entry and exit times, there was negligible changes to average vehicle speeds, though there was notable variation, for example Fair a Far Shot saw an increase by 2.1mph, while Cramond Terrace saw a reduction by 3.1mph. In all cases average speeds were less than 15mph. On the surrounding five streets surveyed, average speeds reduced by an average of 1.6mph.

In terms of volumes, Cramond school streets saw a net reduction of 503 fewer vehicles, while on the five surrounding streets surveyed there was a net increase of 831 vehicles. This suggests traffic displacement, though it cannot clearly be attributed to School Streets, as for example Gamekeepers Road in isolation saw an increase in 852 vehicles across the two measurement periods, far greater than the combined reductions seen across the School Streets.

Duddingston Primary School and St Johns RC Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Mountcastle Drive North o/s 306	26.7	22	-4.7	18%
*Hamilton Drive	16.8	15	-1.8	11%
*Hamilton Terrace	15.2	12.7	-2.5	16%
Duddingston Road o/s 7	21.7	21.1	-0.6	3%
Duddingston Road at Nursing Home	24.2	25	0.8	3%
Mountcastle Drive North o/s 320	24.3	20	-4.3	18%
*Hamilton Gardens	12.7	11.4	-1.3	10%
*Hamilton Drive West	8.4	9.4	1	12%

The speed and volume surveys for Duddingston and St John’s RC Primary Schools (located relatively close to one another) indicate that there has been a decrease in average speeds of 1.2mph, and approximately 256 fewer vehicles on school streets. Surrounding streets saw an average reduction in speeds of 2.2mph, whilst seeing a net increase of 6,380 vehicles, mainly on Mountcastle Drive North and Duddingston Road. The significant variation on these two surrounding streets - in the order of thousands - compared to the before surveys, makes it challenging to draw effective conclusions for these schools in terms of volume, displacement and speeds, as this level of change is unlikely to be attributable to the School Streets initiative. It is therefore logical to remove these two datasets from consideration as part of the evaluation.

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Mountcastle Drive North o/s 306	3459	6964	3505	101%
*Hamilton Drive	538	456	-82	-15%
*Hamilton Terrace	520	460	-60	-12%
Duddingston Road o/s 7	4615	4843	228	5%
Duddingston Road at Nursing Home	4042	1491	-2551	-63%
Mountcastle Drive North o/s 320	4012	6659	2647	66%
*Hamilton Gardens	122	72	-50	-41%
*Hamilton Drive West	106	42	-64	-60%

Sciennes Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Rillbank Terrace	8	8.7	0.7	9%
Millerfield Place	8.2	9.7	1.5	18%
Millerfield Place o/s 26	17.4	14.4	-3	17%
*Livingstone Place o/s 21	14.5	12.6	-1.9	13%
Gladstone Terrace	19	10.5	-8.5	45%
Gladstone Terrace at Sciennes Road	16.1	13.7	-2.4	15%
*Livingstone Place o/s 15	14.8	10.8	-4	27%
Tantallon Place	17	11.5	-5.5	32%
Hatton Place	19.2	16.4	-2.8	15%
*Sciennes Road o/s 11	20.1	18.2	-1.9	9%
*Sciennes Road o/s 27	20	17	-3	15%
Sylvan Place	9.6	13	3.4	35%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Rillbank Terrace	387	371	-16	-4%
Millerfield Place	275	279	4	1%
Millerfield Place o/s 26	1028	980	-48	-5%
*Livingstone Place o/s 21	418	320	-98	-23%
Gladstone Terrace	308	373	65	21%
Gladstone Terrace at Sciennes Road	265	329	64	24%
*Livingstone Place o/s 15	393	335	-58	-15%
Tantallon Place	870	805	-65	-7%
Hatton Place	537	569	32	6%
*Sciennes Road o/s 11	1795	1250	-545	-30%
*Sciennes Road o/s 27	1895	1123	-772	-41%
Sylvan Place	450	431	-19	-4%

Speed surveys for Sciennes identified average speed reductions of 2.7mph on School Streets, and 2.1mph reductions on surrounding streets. Average speeds for the majority fell to beneath 15mph, whilst for Sciennes Road (School Street) average speeds came down from 20mph to 18mph and 17mph (two survey locations). Volume surveys indicate that significantly, there were 1,473 fewer vehicles using the four School Streets surveyed, whilst there was a marginal increase of 17 vehicles across the numerous surrounding streets surveyed. Vehicle numbers are therefore vastly reduced on the School Streets and vehicle displacement elsewhere appears marginal (though Gladstone Terrace saw increases of up to 25% - 65 vehicles).

Towerbank Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Bridge Street	12.9	11.5	-1.4	11%
*Beach Lane	11	9	-2	18%
*Wilson's Park	9.5	9.6	0.1	2%
Mentone Avenue	8.5	7.5	-1	12%
*Figgate Street	11.7	10.5	-1.2	10%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Bridge Street	356	320	-36	-10%
*Beach Lane	218	194	-24	-11%
*Wilson's Park	237	155	-82	-35%
Mentone Avenue	371	283	-88	-24%
*Figgate Street	808	618	-190	-24%

Speed surveys for Towerbank identified average speed reductions of 1mph on School Streets, and 1.2mph reductions on surrounding streets. All average speeds were 12mph or less. The volume surveys for Towerbank indicate that there were 296 fewer vehicles travelling within the restricted times on School Streets, and that there were 124 fewer vehicles on surrounding streets. The volume of traffic has thus reduced on both street types, with no evidence of traffic displacement.

Appendix 3 - Air Quality

Vehicle volume data also enabled an analysis of air quality using the Department for Environment, Food and Rural Affairs Emissions Factors Toolkit to determine emissions of Nitrogen Oxides (NOX - measured in grams per kilometre: g/km) - an indicator for Nitrogen Dioxide (NO₂), an irritant gas produced in areas of motor traffic. The data tables per school location are shown as follows, with * indicating the streets subject to vehicle restrictions:

Abbeyhill Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Lyne Street	NOx	87.06	71.7	-15.36
*Abbey Street	NOx	188.5	82	-106.5
Abbey Lane	NOx	1324.9	1349.3	24.4
Abbeyhill	NOx	1187.2	1312	124.8

Colinton Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Redford Bank	NOx	128.7	77.8	-50.9
*Redford Place	NOx	74.7	23.3	-51.4
*Redford Neuk	NOx	9.5	6.7	-2.8
*Redford Gardens (o/s 23)	NOx	91.4	41.9	-49.5
Redford Grove	NOx	30.1	31.5	1.4
Redford Gardens (o/s 18)	NOx	109.6	86.4	-23.2

Clermiston Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Parkgrove Street o/s 9	NOx	460.5	356.2	-104.3
Parkgrove Street o/s 43	NOx	484.4	389.7	-94.7
*Parkgrove Terrace o/s 39	NOx	178.7	123.1	-55.6
*Parkgrove Terrace o/s 75	NOx	187.6	Error in Data	-
Parkgrove Road	NOx	103.2	117	13.8
*Parkgrove Place	NOx	152.1	66.6	-85.5

Cramond Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
*Fair a Far Shot	NOx	21.7	17.3	-4.4
*Cramond Crescent	NOx	230.8	121.9	-108.9
*Cramond Terrace	NOx	89.2	49	-40.2
Cramond Avenue O/S 17	NOx	138.1	123.3	-14.8
Cramond Park	NOx	66.7	65.4	-1.3
Cramond Gardens	NOx	90.5	68	-22.5
*Cramond Bank	NOx	60.7	44.6	-16.1
*Gamekeepers Loan	NOx	209.1	104.1	-105
Gamekeepers Road	NOx	2151	2318.8	167.8
Cramond Avenue - South of 26	NOx	215.7	226.6	10.9

Duddingston Primary School and St Johns RC Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Mountcastle Drive North o/s 306	NOx	1193.9	2664.1	1470.2
*Hamilton Drive	NOx	234	201.4	-32.6
*Hamilton Terrace	NOx	247.8	222.4	-25.4
Duddingston Road o/s 7	NOx	1799.8	1783	-16.8
Duddingston Road at Nursing Home	NOx	1513	511	-1002
Mountcastle Drive North o/s 320	NOx	1523.7	2595.8	1072.1
*Hamilton Gardens	NOx	59.5	34.5	-25
*Hamilton Drive West	NOx	57.3	20.1	-37.2

Sciennes Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Rillbank Terrace	NOx	212.2	186.6	-25.6
Millerfield Place	NOx	146.6	131.8	-14.8
Millerfield Place o/s 26	NOx	479.2	453.3	-25.9
*Livingstone Place o/s 21	NOx	196.5	147.5	-49
Gladstone Terrace	NOx	120.3	194.8	74.5
Gladstone Terrace at Sciennes Road	NOx	125.5	152.2	26.7
*Livingstone Place o/s 15	NOx	184.7	162.8	-21.9
Tantallon Place	NOx	405.9	398.9	-7
Hatton Place	NOx	228.7	244.1	15.4
*Sciennes Road o/s 11	NOx	753.1	510.7	-242.4
*Sciennes Road o/s 27	NOx	828.5	492.2	-336.3
Sylvan Place	NOx	246	201.2	-44.8

Towerbank Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Bridge Street	NOx	183.3	158.6	-24.7
*Beach Lane	NOx	109	97.6	-11.4
*Wilson's Park	NOx	117.8	72.2	-45.6
Mentone Avenue	NOx	196.8	140.5	-56.3
*Figgate Street	NOx	408.3	296.5	-111.8

Appendix 4 - Perceptions

For the resident surveys, a sample of 194 properties were randomly selected around nine primary schools. Surveys, covering letters, and freepost envelopes were sent, along with a shopping voucher prize to incentivise residents to provide feedback. 77 residents completed and returned a 'before' survey, while 78 residents did similarly with the 'after survey', giving strong consistency between both sample sizes. Some of the results shown below break residents down into the categories of School Streets residents (SS) and peripheral street residents (PS).

In-terms of parent responses, there was a far greater number of 'after' responses (539) compared to 'before' responses (47). This significant variability is aligned to increased awareness amongst parents as the project was implemented and became embedded, and the enactment of the project's communications plan, that increased awareness via letters/leaflet drops, lamp-post wraps, websites (Council and schools) and social media updates. The schools themselves also had control over survey distribution through the school community channels, with Council Road Safety and Active Travel Liaison Officers also gathering survey responses at school events.

Note, not all respondents answered every question so where the quantity of answers are shown, totals will not necessarily add up to the number of participants.

Survey responses per group	Before	After
Parents	47	539
Residents of school streets (SS)	52	54
Residents of peripheral streets (PS)	25	24

Motorist compliance	Parent	Resident SS	Resident PS
Strongly Agree	From 9% to 4% = -5%	From 4% to 7% = +3%	From 0% to 17% = +17%
Agree	From 34% to 49% = +15%	From 40% to 57% = +17%	From 36% to 42% = +6%
Neither agree nor disagree	From 21% to 12% = -9%	From 21% to 7% = -14%	From 16% to 8% = -8%
Disagree	From 28% to 20% = -8%	From 13% to 6% = -7%	From 16% to 17% = +1%
Strongly Disagree	From 4% to 9% = +5%	From 4% to 6% = +2%	From 4% to 8% = +4%
Don't know	From 4% to 6% = +2%	From 8% to 7% = -1%	From 12% to 8% = -4%

Life more difficult	Parent	Resident of zone	Periphery Resident
Strongly Agree	From 15% to 8% = -7%	From 13% to 11% = -2%	From 20% to 21% = +1%
Agree	From 21% to 10% = -11%	From 12% to 7% = -5%	From 8% to 13% = +5%
Neither agree nor disagree	From 21% to 18% = -3%	From 19% to 13% = -6%	From 32% to 17% = -15%
Disagree	From 26% to 26% = 0%	From 25% to 30% = +5%	From 8% to 17% = +9%
Strongly Disagree	From 15% to 35% = +20%	From 17% to 26% = +9%	From 12% to 21% = +9%
Don't know	From 2% to 1% = -1%	From 6% to 2% = -4%	From 4% to 4% = 0%

Streets feel safer	Parent	Resident SS	Resident PS
Strongly Agree	117/539 22%	3/24 13%	3/24 13%
Agree	236/539 44%	8/24 34%	8/24 34%
Neither agree nor disagree	80/539 15%	3/24 13%	3/24 13%
Disagree	57/539 11%	1/24 4%	1/24 4%
Strongly Disagree	25/539 5%	2/24 8%	2/24 8%
Don't know	20/539 4%	6/24 25%	6/24 25%

Main perceived benefit:	Before	After	Change
Improved safety of children			
PARENT	34/47 72%	353/539 65%	-7%
ALL RESIDENTS	57/77 74%	39/78 50%	-24%

Appendix 5 – School Travel

Living Streets' interactive Travel Tracker (pupils record their travel mode on the class Smartboard on an ad-hoc basis) data for June 2015 and June 2016 is shown below.

The Travel Tracker method, undertaken informally in-class, resulted in variability across the schools, in terms of quantity of pupils recording their travel patterns and frequency of reporting in schools. Due to this there is missing 'before' or 'after' data from three of the schools (Clermiston, Towerbank, and St Peter's).

The change in data for the remaining six schools, including total number of trips recorded per school, is shown below.

June 2015

School	Total trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	256	58	3	12	11
Colinton Primary School	131	54	4	12	11
Cramond	502	43	8	20	19
Duddingston Primary	389	39	11	27	12
Sciennes Primary	638	61	7	12	16
St John's Rc Primary	369	38	2.5	39	12

June 2016

School	Total trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	174	70	1	8	2
Colinton Primary School	1190	49	6	18	12
Cramond	4865	47	8	27	8
Duddingston Primary	2477	49	4	28	7
Sciennes Primary	643	62	3	17	8
St John's Rc Primary	1556	36	5	44	6

Change from June 2015 to June 2016

School	Change in trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	-82	12	-2	-4	-9
Colinton Primary School	1059	-5	2	-2	1
Cramond	4363	4	0	7	-11
Duddingston Primary	2088	10	-7	1	-5
Sciennes Primary	5	1	-4	5	-8
St John's Rc Primary	1187	-2	3	5	-6
	Net change	3%	-1%	3%	-6%

Transport and Environment Committee

10am, Tuesday, 30 August 2016

Proposed Priority Parking – Telford Area, Edinburgh

Item number	7.3
Report number	
Executive/routine	Routine
Wards	5 - Inverleith

Executive Summary

At its meeting of 26 August 2014, the Transport and Environment Committee considered a report on the progress of Priority Parking proposals in various areas, including the area north of Telford Road.

That report considered the results of the second information consultation on proposals to introduce Priority Parking in the Telford Area.

The draft Order, detailing the extent of the scheme, was advertised in November 2015 at which point those interested in the scheme were invited to make their views known to the Council.

This report details the result of that consultation and considers the various points made within the received representations. The report further recommends proceeding to make the Order and to implement Priority Parking in the Telford Area.

Links

Coalition Pledges

Council Priorities

Single Outcome Agreement

Proposed Priority Parking – Telford Area, Edinburgh

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 sets aside the objections to the Traffic Regulation Order and approves the making of the Traffic Order as advertised; and
 - 1.1.3 approves the implementation of the Telford Priority Parking Area.

2. Background

- 2.1 At its meeting of 26 August 2014, the Transport and Environment Committee considered a report detailing the results of the second informal consultation regarding the proposal to introduce Priority Parking in the Telford Area.
- 2.2 Due to its close proximity to the Western General Hospital, the Telford Area is subject to associated problems with commuter parking.
- 2.3 Two informal consultations with residents, designed to determine whether Priority Parking would be supported were carried out in May 2013 and March 2014. Little support was received in response to the first consultation but, with the help of the Community Council, a significant level of support for Priority Parking from local residents was received during the second consultation.
- 2.4 The initial stages of the legal process to introduce Priority Parking to the Telford Area began in November 2015, with the formal consultation taking place between 25 November 2015 and 15 December 2016. This report considers the content of the representations received as a result of the formal consultation and recommends a course of action that reflects the views of those who responded.

3. Main report

- 3.1 The legal process required to bring into force any Traffic Order involves several different stages, two of which involve consultative exercises. It is the second stage of consultation where the Council is required to seek the views of the general public. It is at this point in the legal process that the draft Traffic Order is formally advertised, allowing those who may be affected by the Order, or those who are interested in its effects, to view and comment upon or object to the full detail of what is proposed.
- 3.2 According to legislation, Local Authorities are simply required to consider objections to the draft Order. However, rather than seeking only objections, it is normal practice to invite supportive responses from residents when considering permit parking schemes. In doing so, such consultations now encourage both sides to have their say, giving the Council clearer indications of public opinion on the proposals.
- 3.3 The draft Order for the Telford Priority Parking scheme was advertised in November 2015. In accordance with the applicable legislation, notices were placed on-street, adverts were placed in the local press and copies of all of the relevant documents were placed at the reception in the City Chambers, so any interested parties could view them.
- 3.4 In addition to the legislative requirements, electronic copies of all of the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, TellMeScotland.gov.uk. A letter explaining the process and how to make views known was delivered to every property in the area affected by the draft Order, thereby ensuring that residents and businesses were made aware of the consultation process.
- 3.5 In addition to the 156 responses to the informal consultation, at the end of the 21 day formal consultation period, the Council had received 14 responses. Of these 11 indicated that they broadly supported the idea of Priority Parking, while two indicated their opposition to the scheme. One further response made comment regarding the scheme which could be classed as neither supporting nor opposing the proposal. With a total of 383 properties in the area being considered, this represents a significant level of response to a consultation on Priority Parking.
- 3.6 Those in favour of Priority Parking cite difficulties in finding parking places near their homes as a result of none residential parking. In addition, examples of inconsiderate parking on double yellow lines, on grass verges and across a driveway have been described.

- 3.7 The opposition relates to the way the consultation was carried out, stating a wider consultation should have been conducted and that residents should have been consulted on a face to face basis rather than information being posted to them. There was also a concern that family members and carers would have to pay for parking. As with other Priority Parking schemes, parking places would only be introduced where there is support and where they will be used. Other areas will remain unrestricted and there are no plans to introduce pay and display parking. The other representation related to the cost of the permit, however, the member of the public was in favour of the scheme.
- 3.8 Both parking surveys and residents' comments indicate that there is a commuter parking pressure in the Telford Area. Priority parking enables on-street parking provision to be matched with levels of support from residents and ensure that the right balance of controlled and uncontrolled parking is achieved.
- 3.9 On the basis of the level of support for Priority Parking in the consultation, it is recommended that the Council proceeds with implementation.
- 3.10 It remains the case that Priority Parking is proving to be an effective parking management tool and that experience elsewhere suggests that it is not only improving parking conditions for residents, but that it is also proving effective at containing parking pressures within the affected areas.

4. Measures of success

- 4.1 Improved availability of parking for residents, visitors and businesses in the area.
- 4.2 An improved quality of life for those living in the Telford Area.
- 4.3 Better management of where non-residential parking can take place.

5. Financial impact

- 5.1 The costs associated with the introduction of Priority Parking places within the Telford Area will be met from the existing Parking Operations budgets.

6. 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.

7. Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no negative equalities impacts arising from this report.
- 7.2 It is anticipated that the introduction of Priority Parking will improve accessibility for residents, businesses and visitors to the area and that this will provide enhancements in terms of Individual, Family and Social Life, Age and Disability by helping people to park closer to their destinations or their homes.
- 7.3 Priority Parking, as means of improving accessibility for residents and visitors to areas otherwise blighted by non-residential parking, will assist residents to participate in public life. As a scheme which improves access for all residents and visitors, Priority Parking will help to minimise the disadvantage for people with mobility difficulties or those with children. Priority Parking ensures that there is an equality of opportunity for all residents.

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 and the outcomes are summarised below:
- The proposals in this report are not expected to impact on carbon emissions;
 - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that some of the proposals that might evolve out of the investigative work outlined in this report could have beneficial impacts on carbon emissions. These will be considered in greater detail when detailed proposals are reported to Committee.

9. Consultation and engagement

- 9.1 The proposals contained within this report have been brought forward following consideration of the results of two informal consultations with residents and businesses within the Telford area and discussions with the local elected members for the Inverleith Ward.

- 9.2 The report contains the results of a further consultation, carried out in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure)(Scotland) Regulations 1999 in relation to a Traffic Order promoted under the terms of the Traffic Regulation Act 1984. This consultation consisted of legislative requirements related to the advertisement of the proposals, but also included placement of the proposed details on the Council's website, on www.tellmesotland.gov.uk and the delivery of a letter explaining the consultative process to every address in the area affected by the proposal.
- 9.3 The views of the elected members for the Inverleith Ward on the results of the latest consultation were sought in preparation of this report.

10. Background reading/external references

10.1 None.

Paul Lawrence

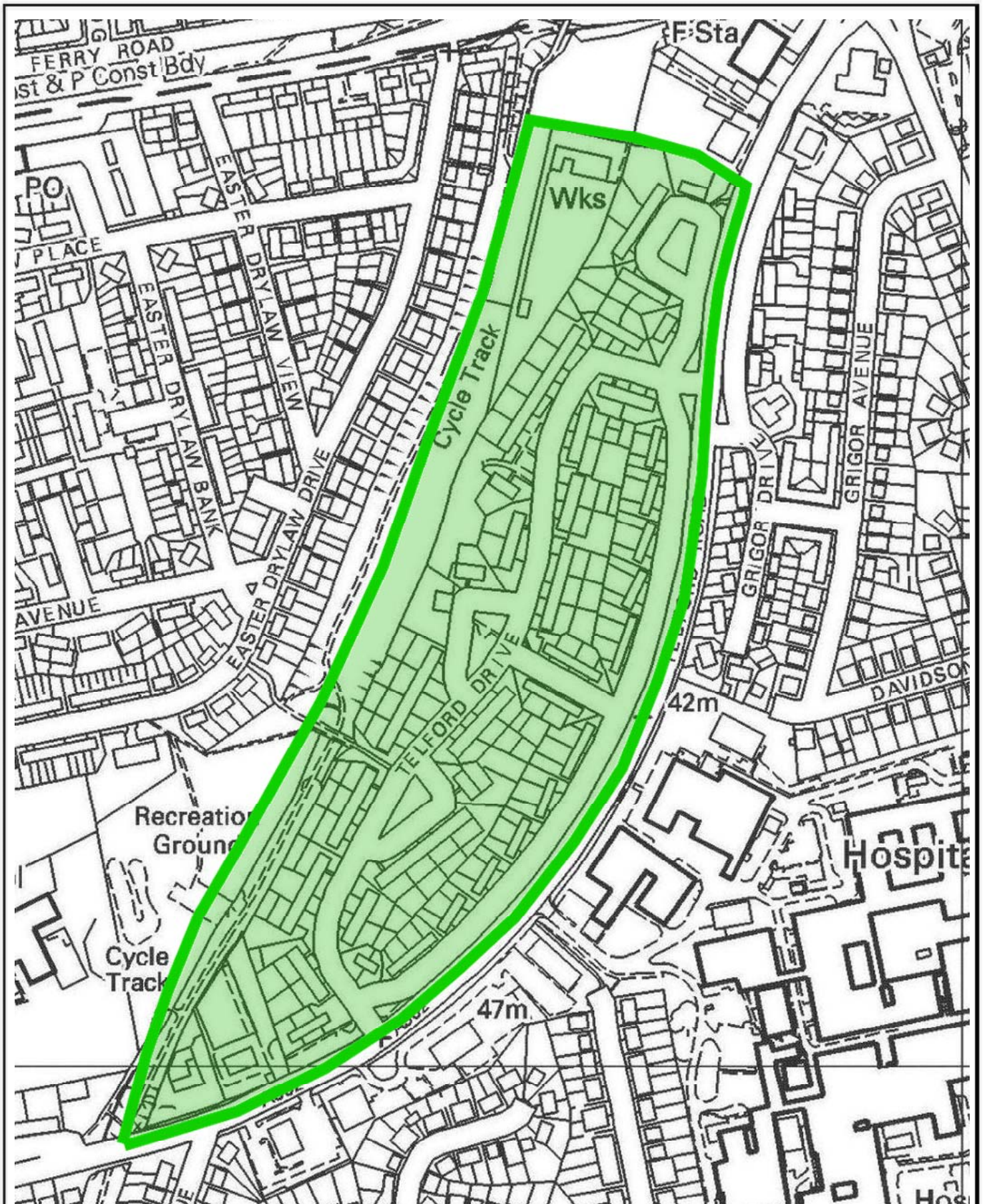
Executive Director of Place

Contact: Ruth Muir, Customer Care Team Leader Parking Operations

E-mail: ruth.muir@edinburgh.gov.uk 0131 469 3512

11. Links

Coalition Pledges	<p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p>
Council Priorities	<p>CP6 - A creative, cultural capital</p> <p>CP8 - A vibrant, sustainable local economy</p>
Single Outcome Agreement	<p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p>
Appendices	<p>Appendix 1 - Extent of Priority parking Area, Telford, Edinburgh</p>



**Extent of Priority Parking Area
Telford, Edinburgh**

<p>EDINBURGH THE CITY OF EDINBURGH COUNCIL</p>	
Services for Communities 329 High Street Edinburgh EH1 1YJ	
PARKING OPERATIONS	
DATE: SCALE: NTS	DRAWN BY: AJM CHECKED BY: AJM
Drg. No.	

Transport and Environment Committee

10am, Tuesday, 30 August 2016

Transport for Edinburgh - Governance

Item number 7.4
Report number
Executive/routine
Wards

Executive Summary

Transport for Edinburgh (TfE) is the parent company for Lothian Buses (LB) and Edinburgh Trams (ET). TfE is an Arms Length External Organisation (ALEO) wholly owned by The City of Edinburgh Council (CEC). This arrangement is governed by a shareholder agreement between CEC and TfE.

The company, in its present form, was designed to satisfy a number of key requirements including creating a single economic entity allowing LB and ET to operate together and comply with the requirements of UK competition law and other legal requirements.

The TfE Board has instructed its Chief Executive to develop a company strategic plan, setting the strategic direction and outcomes for the company and its subsidiary companies LB and ET.

A Service Level Agreement (SLA) between CEC and TfE will be developed which will help further define the working and funding relationship between the Council and TfE.

TfE, as an ALEO, has the potential to develop commercial opportunities that may be applied to certain public transport operations and services currently managed by the

Links

Coalition Pledges
Council Priorities
Single Outcome Agreement

Council, which could remove the need for ongoing Council funding. It is proposed that commercial business cases for this purpose are prepared to support these.

This report considers the future governance for TfE and working arrangements between the Council, TfE and LB and ET. It also details areas where TfE should start to develop business cases and plans to provide specific functions. Further opportunities may be identified in the future.

Transport for Edinburgh - Governance

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 agrees that a Service Level Agreement (SLA) is developed in line with Audit Scotland guidance that will give the necessary authorities to Transport for Edinburgh (TfE) to ensure that operational plans are developed to meet the outcomes and objectives of the approved TfE Strategic Transport Plan;
 - 1.1.2 agrees that TfE develops commercial business plans for the management and operation of Edinburgh Bus Station, Park and Ride sites and City Operations (including CCTV, traffic and travel information and responses to facilitate efficient travel demand management) and integrated ticketing, communications and marketing, and that these proposals, and associated monitoring arrangements, are reported back to this Committee;
 - 1.1.3 agrees that TfE develops a plan to procure a city bike hire scheme at no/minimal cost to the Council;
 - 1.1.4 agrees that further discussions will be required with ET and LB, with any associated changes to the current governance arrangements being made as required and reported back to Committee for approval.
 - 1.1.5 notes the proposed working arrangements detailed in this report; and
 - 1.1.6 notes that financial arrangements are established as set out in Section 5 to manage TfE operating costs and that these will be reported to a future meeting of the Finance and Resources Committee.

2. Background

- 2.1 TfE was established in October 2013 as the parent company for LB and ET. TfE is an ALEO wholly owned by CEC. This arrangement is governed by a number of agreements, including a shareholder agreement between CEC, TfE and Lothian Buses, dated 28 October 2013. TfE, ET and LB collectively form the TfE group of companies.
- 2.2 TfE has the potential to assist the Council in its vision of growing the use of public transport within and into, Edinburgh by facilitating better travel integration between different modes of transport. To fully achieve its potential in this regard, TfE requires certain authorities that are not currently in place. The extent and timescales for these will require to be agreed.

- 2.3 TfE potentially has the potential to develop commercial opportunities to transform some Council-run public transport operations and services. This may remove the need of ongoing Council funding over time and it is proposed these opportunities should be explored.

3. Main report

- 3.1 At its meeting of 12 January 2016, Committee noted that the TfE Board had instructed its Chief Executive to develop a TfE Strategic Transport Plan setting the strategic direction and outcomes for the company and its subsidiaries.
- 3.2 Committee noted at its meeting on 12 January 2016 that the plan should be developed within the context of, and aligned with, the Council's Local Transport Strategy and Local Development Plan. The TfE Strategic Transport Plan will be reported to Committee for approval by late 2016 /early 2017.
- 3.3 It was also noted in the report that the TfE plan would provide an overarching framework for the development of detailed LB and ET operational plans which facilitate and support wider Council ambitions and in particular provide high quality integrated public transport which will assist with the planned growth and expansion of the city in a sustainable and environmentally acceptable way.

Governance

- 3.4 The current LB three year operational plan expires at the end of 2016 and the company is currently preparing a new three year plan. The shareholder agreement requires LB to submit a draft plan to the Council, rather than TfE, for approval. To assist LB with preparation of its plan, the Executive Director of Place has written to LB to provide guidance on the Council's key priorities and the TfE Board has instructed its Chief Executive to provide oversight and guidance to LB, thereby helping pave the way for Council approval.
- 3.5 Current governance arrangements do not provide authorities for TfE, other than to hold shares and develop a strategy in line with CEC Local Transport Strategy and the Local Development Plan.
- 3.6 The business of TfE as articulated in the Shareholder Agreement is to:
- Act as the holding company for the Council and hold the Council's shareholdings in Lothian Buses and ET;
 - Develop and provide an integrated network of public transport in Edinburgh and the Lothians;
 - Provide certain strategic and support functions (on an arms-length basis or at cost) to its Subsidiaries and Subsidiary Undertakings; and
 - Procure appropriate funding arrangements (on an arms length basis or at cost) to its Subsidiaries and Subsidiary Undertakings.

- 3.7 CEC currently does not provide detailed guidance to TfE as an ALEO via a SLA and it is recommended that this be developed in accordance with The Audit Commission Scotland 2011 Guidance on ALEOs. This would clarify TfE's status and the expectations of CEC for TfE.
- 3.8 The SLA will set out the operational relationship between the Council and TfE. It should give the necessary authorities to TfE over the TfE Group, that would enable TfE to ensure that LB and ET operational plans are developed to meet the outcomes and objectives of the approved TfE Strategic Transport Plan and clarify funding mechanisms. This may require consequential adjustments to the existing governance arrangements.

Working Arrangements

- 3.9 Although the SLA will empower TfE to act on behalf of the Council, the Council will still require to work directly with LB and ET on some operational matters. Although still subject to discussion, it is intended that working arrangements would be as follows:
- The Council will liaise directly with Lothian Buses and ET on routine operational and planning matters. These would include; Traffic Orders, traffic management, and routine service changes.
 - TfE and LB/ET will liaise with each other on the delivery of Council and TfE strategy. Issues will include increasing pedestrian movement in the city centre, the integration of bus and tram journeys and the use of the bus station.
 - The Council, TfE, LB and ET will meet on a quarterly basis to review strategy development and delivery.

Functional Responsibilities

- 3.10 The Council currently funds, manages and operates a number of public transport operations and services for example; Edinburgh Bus Station, Ingliston, Hermiston and Straiton Park and Ride sites, EdinTravel (a social media travel information service with 32k followers), and the provision of Real Time Passenger Information via BusTracker. The Council also wishes to implement a city bike hire scheme.
- 3.11 By potentially exploiting commercial opportunities, an ALEO such as TfE has the potential to maximise benefits and returns.
- 3.12 It is recommended that TfE develops detailed business cases to transform and maximise the commercial potential of these services and remove/reduce the requirement of ongoing council funding. The business cases should include associated monitoring arrangements. TfE should also be asked to develop a business case for a self-financing city bike hire scheme.

3.13 TfE will also work to:

- Grow public transport patronage;
- Optimise tram operation and patronage;
- Develop the delivery of functional support to the TfE Group;
- Lead integrated ticketing;
- Unify tram and bus control systems and integrate with CEC systems; and
- Contribute to policy development.

4. Measures of success

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

5. Financial impact

- 5.1 TfE holds the Council's majority shareholding in LB as well as ET and in turn TfE is wholly owned by CEC. The annual operating cost of TfE is currently £472,265.00 and there are no formal financial arrangements in place to cover these costs.
- 5.2 Going forward, it is proposed that TfE provide an annual detailed forecast of company operating costs to CEC for approval and that these costs are considered as part of the Council's budget process.
- 5.3 It is proposed that TfE will develop commercial business cases for the operation and management of Edinburgh Bus Station, Park and Ride Sites, EdinTravel and the provision of Real Time Passenger Information with the objective of removing the requirement for ongoing Council funding.

6. Risk, policy, compliance and governance impact

6.1 This report contains recommendations that will strengthen governance arrangements for Transport for Edinburgh and its subsidiary companies and help safeguard the Council's investment in integrated transport in Edinburgh.

7. Equalities impact

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

8. Sustainability impact

- 8.1 The principle operations undertaken by TfE and its companies contribute greatly towards a high quality, accessible and well integrated public transport system. This reduces dependency on car travel, reduces congestion and emissions.

9. Consultation and engagement

- 9.1 The key issues and recommendations contained in this report have been developed collaboratively between officers of the Council and TfE Chief Executive.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges

Council Priorities

Single Outcome

Agreement

Appendices

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments

Item number	7.5
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield 11 - City Centre

Executive Summary

This report presents the results of the public consultation, undertaken between November 2015 and February 2016, for the proposed City Centre West to East Cycle Link and Street Improvements project (CCWEL) and of follow up discussions with stakeholders.

As a result of consultation comments, amendments have been made to the proposed design, including the development of two options for the Roseburn area. This report seeks approval to:

- Commence the statutory processes necessary to implement the project;
- Engage a consultant to undertake detailed design, tender preparation and (optionally) supervision of construction for this scheme, based on the amended designs;
- Establish a member/officer oversight group for the next stage of the project.

The report presents the two options for Roseburn and asks the Committee to decide on a preferred option to take forward for detailed design.

Links

Coalition Pledges	P44 , P45 , P50
Council Priorities	CP8 , CP9 , CP11
Single Outcome Agreement	SO2 , SO4

City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the consultation results and comments and that the design has now been amended to address a number of these comments, including the production of two options for the Roseburn area;
 - 1.1.2 selects one of the two options presented for the Roseburn area along with the amended designs for other parts of the route, as the basis for detailed design and statutory processes (see paragraph 3.53);
 - 1.1.3 agrees to establish a member/officer group, comprised of the Convener, Vice Convener and the Transport Representatives of other Political Groups along with officers agreed by the Director of Place to oversee the detailed design process, with a particular focus on the Haymarket Station area. The group will engage with key stakeholders including Edinburgh Trams and Lothian Buses;
 - 1.1.4 gives approval to engage a consultant to undertake detailed design and tender preparation, with the option for supervision of construction;
 - 1.1.5 gives approval to commence the necessary statutory processes to progress the project; and
 - 1.1.6 notes that match funding for implementation of the project will be sought from the Scottish Government/Sustrans 'Community Links' fund and other sources as appropriate.

2. Background

- 2.1 The Transport and Environment Committee meeting, of 27 October 2015, considered a report (Item 7.9) on the City Centre West to East Cycle Link and Street Improvement project (CCWEL) (formerly known as 'Roseburn to Leith Walk') and agreed to commence public consultation on this scheme. The consultation on the preliminary designs for the proposals took place between November 2015 and February 2016.
- 2.2 The City Centre West to East Cycle Link would connect Edinburgh's 'QuietRoutes' cycle network, from west to east through the city centre (See map in Appendix 1). Completing this link is a priority action within the Council's Active Travel Action Plan (ATAP). It would join up a network of routes, which are suitable for people who are less confident riding a bike. In doing so it would be transformative in delivering access to and through the city centre by bike. It would also deliver significant improvements for pedestrians and in the wider street environment. Furthermore, it would transform the accessibility of Haymarket Station by bike, opening up the potential for a much bigger role for cycling as a means of accessing rail services. Haymarket has recently seen a significant expansion in bike parking capacity up to over 100 spaces; despite the large increase in capacity the new parking is already near capacity.
- 2.3 The cycle route would be largely segregated from motor traffic, with 'protected' cycleways on main streets (these cycleways are separated from motor traffic by a kerb and usually a narrow paved strip). It would link with the extensive network of off-road paths in north Edinburgh, with two cycle routes from west Edinburgh and with similar planned facilities on Leith Walk and George Street. It would also improve the street environment for other road users, especially pedestrians. See Appendix 2 for a visualisation of the proposals for Haymarket Terrace.
- 2.4 The main components of the proposals are:
- Protected cycleways, separated from traffic, for most of the route length. These will allow people, from a large part of north and west Edinburgh, to reach the city centre on a bike, without mixing with heavy traffic.
 - Several new pedestrian crossings, including on Roseburn Terrace at Roseburn Street.
 - 'Continuous footway' pedestrian crossings of most side roads on the route, giving pedestrians priority over motor vehicles at these locations.
 - Improvements to public space in appropriate locations, for example benches and landscaping.
- 2.5 The project integrates with other planned public realm improvements that will include provision for cyclists on Charlotte Square, George Street and St Andrew Square.

- 2.6 The project was initially named the Roseburn to Leith Walk cycle route but has recently been renamed to City Centre West to East Cycle Link, to make it clearer that it creates links from existing and planned cycle routes in both the west and east of the city to and through the city centre.

3. Main report

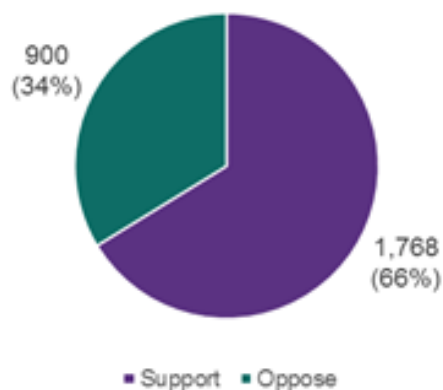
Development of Proposals for Consultation

- 3.1 Significant work was undertaken to develop the City Centre West to East Cycle Link, to a suitable stage for public consultation. This included developing initial route options, producing a preliminary project justification report, preparing preliminary designs, traffic modelling, objective setting and a series of stakeholder design workshops.
- 3.2 The initial route options study identified three key locations along the route where further consideration was required: Roseburn Terrace; the West End including Haymarket Terrace; and the East End including routes via York Place or Leith Street.
- 3.3 Route options in these areas were assessed against the objectives of the scheme. These covered cycling, pedestrians, sense of place, public transport, traffic/congestion, parking and taxis amongst others.
- 3.4 The draft proposals were discussed at the Transport Forum on 21 August 2015 and at the Active Travel Forum on 3 September 2015.
- 3.5 As a result of the above processes, a preliminary design of the preferred route was completed. This provided:
- A protected cycleway from Roseburn Terrace to Rosebery Crescent;
 - A link via Rosebery Crescent, Grosvenor Crescent, Palmerston Place and Manor Place to Melville Street;
 - A protected cycleway along Melville Street, with the potential for a public realm improvement project at Melville Crescent;
 - A link through Randolph Place to Charlotte Square, where a protected cycleway would lead to George Street;
 - Protected cycleways from George Street to Picardy Place and to Waterloo Place; and
 - Routes to Rutland Square and the EICC, via Coates Crescent and Canning Street respectively.

Consultation

- 3.6 The Council undertook a consultation on the preliminary designs between November 2015 and February 2016. A wide range of activities to raise awareness of the consultation was undertaken, including:
- Leaflets delivered to 10,000 addresses (residential and businesses) in areas near the proposed route - with details of the drop-in sessions and how to respond during the consultation.
 - E-mails sent to stakeholder organisations, including transport operators, Neighbourhood Partnerships, Community Councils, residents' associations, emergency services, access groups and interest groups such as cycling groups, businesses associations, local schools and universities.
 - Local Community Council briefings and several well attended public drop-in sessions.
 - Press release issued to local and national media.
 - Consultation publicised via Council social media channels (Twitter, Facebook and LinkedIn).
- 3.7 There was a large response to the consultation: 2,247 web responses, 118 paper leaflets, 150 e-mails, 235 letters (including 215 standard format letters), 20 stakeholder responses and petitions both supporting and opposing the scheme.
- 3.8 Respondents were asked for their level of support for the proposed scheme. Excluding 103 submissions that expressed no preference, of over 2,700 respondents to the consultation, 66%, supported the proposed cycle scheme, while 34% opposed it.

Figure 1: Summary of Public Consultation support/opposition for proposals



- 3.9 Further analysis is detailed in the summary consultation report, which is available for viewing on the Council's Consultation Hub consultationhub.edinburgh.gov.uk/sfc/roseburntoleith.

3.10 Many positive comments were made. Typical examples included:

- “Roseburn currently is not people-friendly and is dominated by traffic; these priorities need to change. Better cycle and pedestrian provision will encourage more use of the local shops”.
- “I think any development that would make cycling easier and safer is to be encouraged, both for those already using cycling as a mode of transport and as encouragement and peace of mind for those considering cycling around the city”.
- “These proposals show determination by Edinburgh Council to invest in the long term health and wellbeing of citizens of this city. Investment in active travel will reduce congestion, air & noise pollution, obesity and injuries from collisions. In addition they will help improve community cohesion and be a boost to small businesses”.
- “I am really pleased with this design. It is fantastic to see segregated cycle provision on Melville Street, which is an enormously wide street currently choked with car parking provision. This design will bring a lot of the beauty of the street back, with fewer cars and more provision for cyclists”.

3.11 There were also a number of concerns about the proposals. Typical comments included:

- Regarding the Roseburn and Haymarket area, ‘Volume of traffic is bad enough already and again interfering with road layouts is going to bring traffic to a standstill in an already congested area’.
- ‘I am a resident of Roseburn Terrace and I believe that the proposed route would make it very difficult to receive deliveries to my property and for tradesmen to attend my property. It would also make it even harder to park our car near our property’.
- ‘Why not go along Shandwick Place, this is a much more direct route. Many cyclists will just not use a route that diverts so much from a straight line’.

3.12 Concerns regarding the proposals were mainly focussed on the west end of the route, particularly the Roseburn, West Coates and Haymarket areas. The key concerns relating to these areas can be summarised as follows:

- Additional congestion, particularly eastbound at Roseburn Terrace/Roseburn Street junction and westbound on West Coates, including concerns about delays to buses.
- Reduction in loading opportunities for businesses on Roseburn Terrace and Haymarket Terrace.
- Issues related to local re-location of taxi rank for Haymarket Station.
- The potential for pedestrian/cyclist conflicts at 'floating' bus stops.

- 3.13 Other local concerns in Roseburn focussed mostly on increased difficulty making various movements by car. The biggest concern related to the closure of the Roseburn Place/Roseburn Gardens junction and the difficulty this would cause for drivers exiting Russell Road bound for Roseburn Terrace.
- 3.14 Edinburgh Tram do not advocate changing the tram only areas in Haymarket and York Place.
- 3.15 Due to the comments received, a number of amendments to the design are now proposed. An overview of the scheme, indicating proposed changes following the consultation, is attached as Appendix 3: City Centre West to East Cycle Link Potential Amendments.
- 3.16 More detailed information on the concerns raised in each area along the route, and of changes proposed in response to these concerns, is attached in Appendix 4.

Alternative Options for Roseburn

- 3.17 In response to concerns expressed during the consultation, designs for Roseburn have been re-examined and two alternative options have been developed.
- 3.18 Option A retains the route to Roseburn Terrace via Roseburn Gardens but reinstates a loading bay on the north side of the street and makes several other changes. It provides the most direct and convenient cycle route and improves the street environment, but reduces the number of loading bays from the present provision and removes two short-stay parking bays.
- 3.19 Option B takes an alternative route to Roseburn Terrace via Roseburn Place and Roseburn Street. This route had previously been considered but was not favoured because it was less direct for cyclists, involving three road crossings rather than one. However the route is a deliverable alternative.
- 3.20 The main advantages of Option A over Option B are:
- Continuous cycleway on north side of Roseburn Terrace delivers a more direct and convenient cycle route which is likely to be more effective in encouraging cycling;
 - It provides a convenient and safe cycle link into the main route from Murrayfield Avenue/Gardens and Ravelston Dykes;
 - It delivers a bigger change in the currently traffic-dominated Roseburn Terrace, particularly on the north side of the street, with accompanying potential for more walk-in and cycle-based access for local businesses.
 - It would be much more straightforward to extend westwards at a future date.

3.21 The main advantages of Option B over Option A are:

- There is less likelihood of causing additional congestion on Roseburn Terrace. Traffic modelling suggests that congestion on Roseburn Terrace, would not be significantly worse than currently under either Option A or B. However under Option A, illegal waiting or loading could cause significant impacts, affecting buses as well as general traffic. It should, however, be noted that drivers tend to avoid stopping in locations that will obviously cause such impacts; an example is on Bruntsfield Place south of its junction with Merchiston Place where traffic islands mean a bus could not pass a stationary vehicle. Further detail on forecast journey time impacts can be found in the project modelling report on the Council's consultation hub website.
- It retains similar loading and short term parking capacity to the existing situation thereby maintaining loading and car-based access to local businesses. Many of these businesses have expressed a high level of concern about the impact of Option A.

3.22 In both options there would be the following street improvements/changes:

- Additional pedestrian crossing on East side of Roseburn Terrace/Roseburn Street Junction;
- Removal of two slip-roads adjacent to junction of Murrayfield Avenue with Corstorphine Road and wider pedestrian refuges to aid crossing of Murrayfield Avenue and Corstorphine Road;
- Resurfaced footways along Roseburn Terrace. The footways would also be widened, more in Option B than A (In Option A the north footway remains at its current width, though it would be separated from the road by the cycleway);
- Removing, by road closure, the ability of motor traffic to travel from Roseburn Street to Corstorphine Road via Roseburn Gardens; this route is currently a 'rat run'. The closure would dramatically reduce traffic and improve conditions for pedestrians and cyclists in both Roseburn Gardens and Roseburn Place. The current proposal involves closure of the junction of Roseburn Gardens and Roseburn Place. However it is proposed to finalise the exact location of closure point(s), in consultation with local residents and businesses;
- Realignment of the Russell Road/Roseburn Street junction to make Roseburn Street traffic give way to Russell Road, therefore easing movement from Russell Road to Corstorphine Road;
- New 'tiger' crossings (i.e. zebra crossings with parallel cycle crossing) of Roseburn Street and Russell Road, improving pedestrian access to local schools as well as assisting cycle movements.
- Introduction of a localised one way restriction in Roseburn Place at its junction with Roseburn Street to facilitate introduction of a tiger crossing.

- 3.23 Further stakeholder engagement on the revised designs has been carried out with:
- Members of the Active Travel Forum;
 - The Roseburn, West Coates and Haymarket businesses; and
 - The relevant local Community Councils.
- 3.24 Officials and members also attended a public meeting on 2 August, on the subject of the proposals, arranged independently of the Council.
- 3.25 Analysis of further engagement indicates a strong preference for Option B amongst local businesses and Community Councils, with a high level of opposition to Option A. Further detail can be found in the summary report on the Council's consultation hub website. The majority of Active Travel Forum members who responded support Option A.
- 3.26 Appendix 6 contains preliminary design drawings for both of the above options, as well as revised proposals for West Coates and Haymarket. Appendix 7 presents preliminary design drawings for all other areas of the route.

Route choice for Roseburn

- 3.27 In summary, Option A delivers a better cycle route and overall a more people-friendly street environment in Roseburn Terrace. However Option B still delivers a workable cycle route and improved conditions for pedestrians in Roseburn, whilst addressing more fully local business concerns around loading and probably reducing the risk of additional congestion on the A8.
- 3.28 Under either Option A or Option B there is scope to further review parking and loading serving Roseburn Terrace during the detailed design process in consultation with local businesses and residents.

Suggested Route Proposal Brought Forward by Local Petition – and response

- 3.29 A local petition has advocated that the route instead follows the current signed Sustrans National Cycle Network route 1 (NCN1) from Roseburn to Haymarket, suggesting that such an approach would be cheaper and offers a suitable 'quiet road' route for cyclists.
- 3.30 At the end of the consultation period, the petition had received a total of 3,500 signatures. Part of this petition was carried out through an online petition, 'ipetitions'. The online petition received 695 signatures and 23 comments. Subsequently the petitioners developed a leaflet, providing additional information, and accompanied by further copies of the petition which could be signed at some businesses along the route. The petitioners' website indicates that the petition advocating the alternative route has now received almost 6,000 signatures (it is understood that this includes the initial 3,500).

- 3.31 The Council's aspiration is to make cycling a more attractive travel choice and significantly increase the share of journeys in the city made by bike as part of its wider approach of encouraging active and sustainable travel in support of a growing city. The principal reason for bringing forward the current proposals is that they are considered to be a very significant improvement on the existing NCN1 and its connections onwards into the city centre. As such they will be far more effective in achieving the Council's aims than either the current NCN1 or the variant of this now proposed by the petitioners. In summary, the Council's proposed route, when compared with the current NCN1:
- is significantly shorter;
 - is significantly less hilly;
 - is much more obvious;
 - avoids the need to use the relatively narrow shared pedestrian/cycle paths on parts of the current route
 - minimises security concerns; and
 - has a much higher proportion of its length totally separated from general traffic.
- 3.32 Sustrans have been supportive of the Council's proposals, consider that they present a transformative enhancement of this section of NCN1, and would propose to re-route NCN1 should the CCWEL project be implemented.
- 3.33 A variant of the petitioners' proposed route avoids Haymarket Yards, but in so doing passes through private land and becomes more than 50% longer than the currently proposed route. The petitioners proposal does not address the issue of providing a cycle route east of Haymarket Yards, other than via this variant route.
- 3.34 In summary, it is considered that the proposals advocated by the petition do not achieve key objectives of the project and do not offer a viable alternative to the Council's proposals.
- 3.35 The petition has subsequently been supplemented by a number of design suggestions, mostly in the Roseburn area. These have been carefully considered. Some are incorporated into the designs now proposed, whilst others will be considered at the detailed design stage.
- 3.36 A different petition, in support of the Council's proposal, received a total of 817 signatures and 255 comments during the consultation period.

Edinburgh Trams

- 3.37 Under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), Edinburgh Trams are the nominated Duty Holder to ensure the tram system operates safely. Any changes to the road layout, tram infrastructure or tram operation needs to be carefully considered to ensure compliance with tram related standards and Edinburgh Trams will be involved in the detailed design process.

West Coates

- 3.38 Following initial consultation the following design amendments are proposed
- Reduced width of cycleway, enabling an increase in the westbound carriageway width. This 1) allows retention of all three westbound bus stops; 2) reduces westbound delays by enabling traffic to pass buses at stops; and 3) enables overnight loading on the south side of the road.
 - Better pedestrian crossing facilities.
 - More detail is provided in Appendix 4.

More detail is provided in Appendix 4.

- 3.39 Though the majority of local businesses remain opposed to the project, further discussions suggest it is likely that most of their concerns can be addressed during the detailed design process.

Haymarket Terrace

- 3.40 The main design amendment made to the Haymarket Terrace proposals following initial consultation is the reintroduction of a loading bay on the south side of the street. Local business opinion on this section of the route is more evenly balanced, with 7 of the 21 local businesses interviewed in support of the proposals as they stand, 4 neutral, 8 opposed and 2 strongly opposed.

Haymarket Station taxi rank/interchange

- 3.41 One of the key tasks of the member/officer oversight group proposed in recommendation 1.1.3 would be consideration of how to improve Haymarket as a transport interchange whilst incorporating the CCWEL proposals.
- 3.42 In order to allow construction of the protected cycleway on Haymarket Terrace it is necessary to relocate the main station taxi rank. The current design proposes relocating the main station taxi rank eastwards, from just west of Rosebery Crescent to a new location on Clifton Terrace opposite 'Ryries Bar'.
- 3.43 Potential alternative locations for the taxi rank have been considered. These locations have included:
- Layby outside old station entrance on south side of Haymarket Terrace;
 - Rosebery Crescent;
 - Dalry Road;
 - Westbound bus stops parallel to Haymarket tram stop
- 3.44 A summary of the advantages and disadvantages of these locations is included in Appendix 5. In summary, the currently proposed location has been selected because:
- The layby outside the old station entrance is far too small and previous experience suggests that managing an overspill queue is problematic.
 - A location on Rosebery Crescent has a significant impact on local residents.

- A suitably sized rank on Dalry Road would not be visible from the station, involves negotiating an often overcrowded footway and would be difficult to integrate with bus stops and a new pedestrian crossing proposed as part of the Haymarket Development.
 - Locating the rank in place of the westbound bus stops and displacing them westwards would have a significant negative impact on bus passengers interchanging with train and tram.
- 3.45 However as the design is taken forward there is scope for further consideration of these and potentially other alternatives, in combination with other issues around the operation of Haymarket as an interchange.
- 3.46 As part of the consultation process, the current proposals for relocating the taxi rank have been considered by the Edinburgh Access Panel. The Panel expressed a preference for the proposed relocation of the taxi rank over the current location. This is because users would no longer need to cross Rosebery Crescent as well as Haymarket Terrace to reach the rank.
- 3.47 The present taxi rank is not signed from either inside or outside the station, and its location is often hidden from view by stationary buses/trams. Furthermore there is no information for people with mobility difficulties as to their option to use the taxi pick-up/drop-off area immediately in front of the east entrance to the station. Discussions have started with the ScotRail Alliance, with a view to addressing both issues as part of the CCWEL project.

Haymarket to York Place

- 3.48 The section of the route through the West End and eastwards to York Place attracted fewer comments than other areas. However the comments received and responses to them are summarised in Appendix 4.

Connection to Waterloo Place

- 3.49 The consultation designs included a cycleway connection from George Street to Waterloo Place. The main concern raised during the consultation process about this connection was pedestrian/cyclist interaction. It is considered that this issue could be effectively addressed by careful design.
- 3.50 However, a review of the potential traffic impacts of the connection has identified a potentially significant delay to buses on South St David Street. Addressing this would require other traffic management changes in the surrounding area.
- 3.51 With the above in mind, it is proposed to defer implementation of this route section and consider it further in conjunction with other city centre projects, particularly the proposals currently under development for George Street.

Next Steps

- 3.52 To proceed with the project, it will now be necessary to undertake detailed design and the necessary statutory processes. The project is complex and will affect significant numbers of businesses and households, especially during construction. Therefore the project budget allows for employment of a stakeholder liaison officer to ensure good communication throughout.
- 3.53 During the detailed design process, the current preliminary designs as included in Appendix 6 and 7 will be subject to change. Any proposed changes that are more than minor in nature and/or materially affect loading, parking or other Traffic Regulation Order issues would be subject to consultation with affected frontagers and be considered by the member/officer oversight group prior to any Order advertisements.
- 3.54 Due to scale of scheme, the Council does not currently have sufficient available resources to undertake detailed design and tender preparation. With this in mind, engagement of a consultant is proposed to conduct this work.
- 3.55 The project was entered into the recent 'Community Links Plus' competition. Though it did not win, it received a commendation, and Transport Scotland has recommended that Sustrans provide the Council with additional support to progress the project. Subject to this Committee agreeing that the project proceeds to detailed design, an initial meeting with Sustrans will take place as soon as possible.

4. Measures of success

- 4.1 This scheme has significant potential to increase levels of cycling, and to an extent walking, in the catchment areas of the route. The scheme will significantly increase the attractiveness of the route and is expected to very substantially increase the numbers of both leisure and utility cyclists.
- 4.2 A monitoring plan has been developed which covers a range of issues from numbers of cyclists through to age and gender profiles. The full monitoring plan is included as a background paper (see 10.4).

5. Financial impact

- 5.1 If approval is given by Committee to engage a consultant to undertake detailed design and tender preparation, this would commit the Council to professional fees and other costs estimated at approximately £400,000 in total. It is expected that approximately £350,000 of this would be expended in financial year 2016/17, with the remaining expenditure occurring during the following year. Further details are provided in Appendix 8.
- 5.2 At present, sufficient funding is not in place to construct the whole route and this is likely to be dependent on the success of future bids for third party funding. Construction could also be undertaken on a phased basis, to suit the levels of available funding.
- 5.3 However, it is not recommended that a similar phased approach be taken to the development of a detailed design for the route. It is important that the design is cohesive throughout and that any major issues that might significantly impact on the quality of the route are identified and resolved prior to any work commencing.
- 5.4 Completing the design and undertaking the necessary statutory processes for the whole route in advance also removes the risk of potentially significant delays to implementation occurring at a later stage, which could put at risk future third party funding for construction, awarded to the Council on a time limited basis.
- 5.5 The Council was recently awarded £175,000, by Sustrans' Community Links programme, to assist with design work in the 2016/2017 financial year. This has been match funded from the Council's Capital Cycling Budget. The £350,000 total funding required for detailed design in 2016/17 is therefore secured.
- 5.6 The project will be integrated with public realm improvements along the route, including at St Andrew Square, Charlotte square and George Street. In combination with the Council's cycling capital budget, these improvements provide opportunities to match against funding from the Scottish Government/Sustrans 'Community Links' programme and potentially other funding sources. It is anticipated that there will be a contribution of £300,000 from works associated with the Edinburgh St James redevelopment.
- 5.7 A full cost estimate for the project, including design, construction and site supervision costs is provided in Appendix 8.
- 5.8 A further report will be required to the Finance and Resources Committee, to appoint a consultant to undertake the detailed design and tender preparation.

6. Risk, policy, compliance and governance impact

- 6.1 The project covered by this report, is one of the most important components of the Council's Active Travel Action Plan and its delivery is forecast to make significant progress towards achieving the Action Plan's targets. The project is also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy. There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the City Centre West to East Cycle Link commenced during the initial design phase of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Key equality considerations currently identified include:
- Potential impact of design and construction on local stakeholders; and
 - Ensure safe and unrestricted access to the new facilities for all path users.

8. Sustainability impact

- 8.1 A Sustainability Impact Worksheet was completed for this project, which concluded that there are unlikely to be significant adverse sustainable impacts arising from its implementation.
- 8.2 The City Centre West to East Cycle Link is expected to have a positive impact on reducing carbon emissions and improve the city's resilience to climate change. It will also contribute to sustainable development as the scheme will complete a key link in the QuietRoutes network and enable more journeys to be completed by bike entirely on segregated routes or quieter 20mph streets.

9. Consultation and engagement

- 9.1 The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. The results of the consultation have been published on the Council's consultation hub website.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 3 June 2014: 'Development of major cycling and walking projects' (Item 7.8).

- 10.2 Report to the Transport and Environment Committee on 27 October 2015: 'Roseburn to Leith Walk Cycle Route and Street Improvement Project – Public Consultation for the Preliminary Design.' (Item 7.9)
- 10.3 Roseburn to Leith Walk Cycle Route and Street Improvement - Consultation Report: consultationhub.edinburgh.gov.uk/sfc/roseburntoleith.
- 10.4 Monitoring Plan:
http://www.edinburgh.gov.uk/info/20135/cycling_projects/1209/roseburn_to_leith_walk_cycle_route.
- 10.5 Active Travel Action Plan - 2016 Refresh.

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11. Links

Coalition Pledges

P44 - Prioritise keeping our streets clean and attractive

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 Priorities

CP8 - A vibrant, sustainable local economy

CP9 - An attractive city

CP11 - An accessible connected city

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

1 - City Centre West to East Cycle Link – Links to existing 'QuietRoutes'

2 – Visualisation of Haymarket Terrace with proposals implemented

3 - City Centre West to East Cycle Link Proposed Amendments following consultation

4 - Key Concerns and Actions Taken by Area

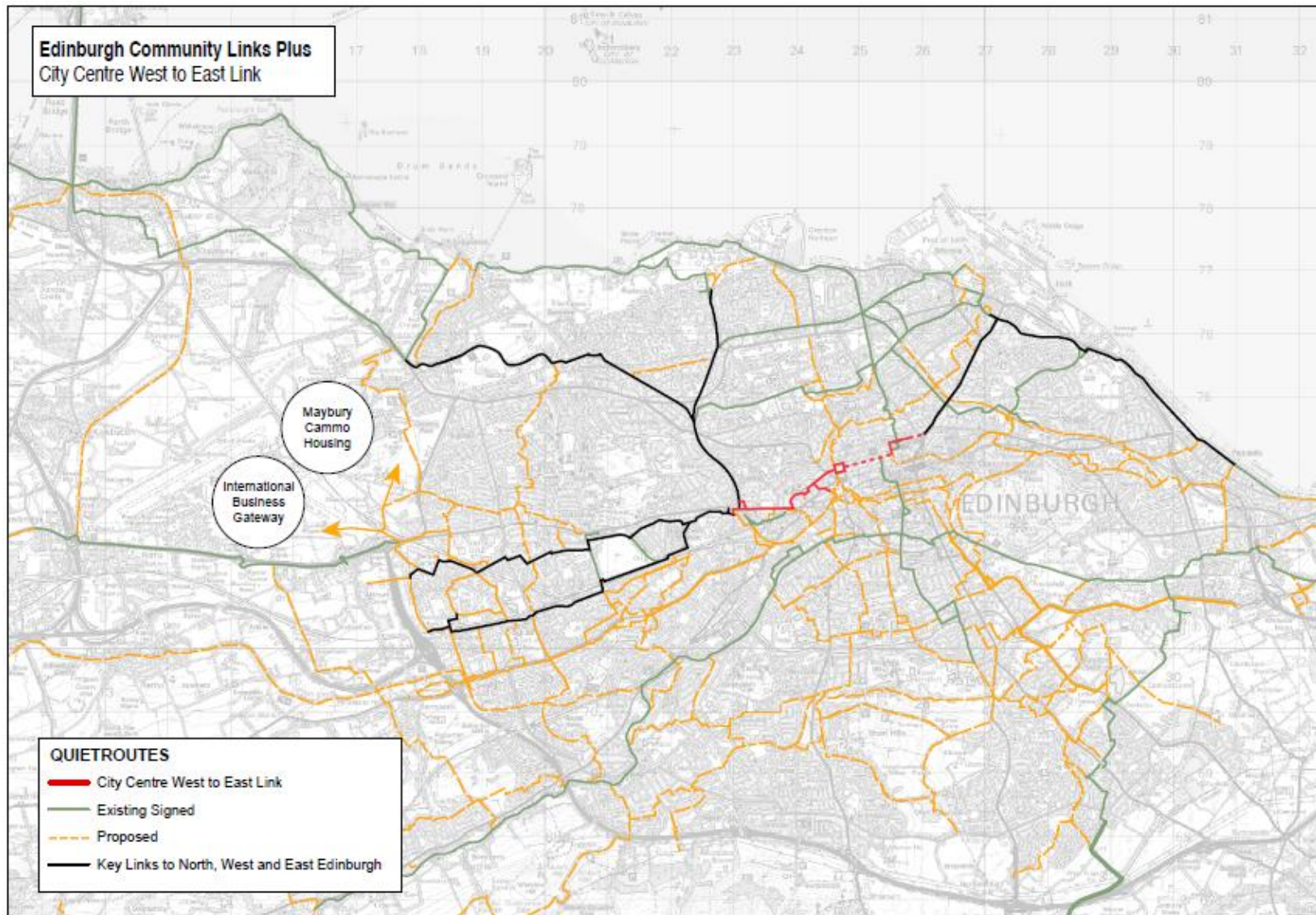
5 - Haymarket Taxi Rank alternative locations assessment

6 - Preliminary Designs (Roseburn to Haymarket, including Roseburn Options A&B)

7 - Preliminary Design (Haymarket to York Place)

8. Project Cost Estimate

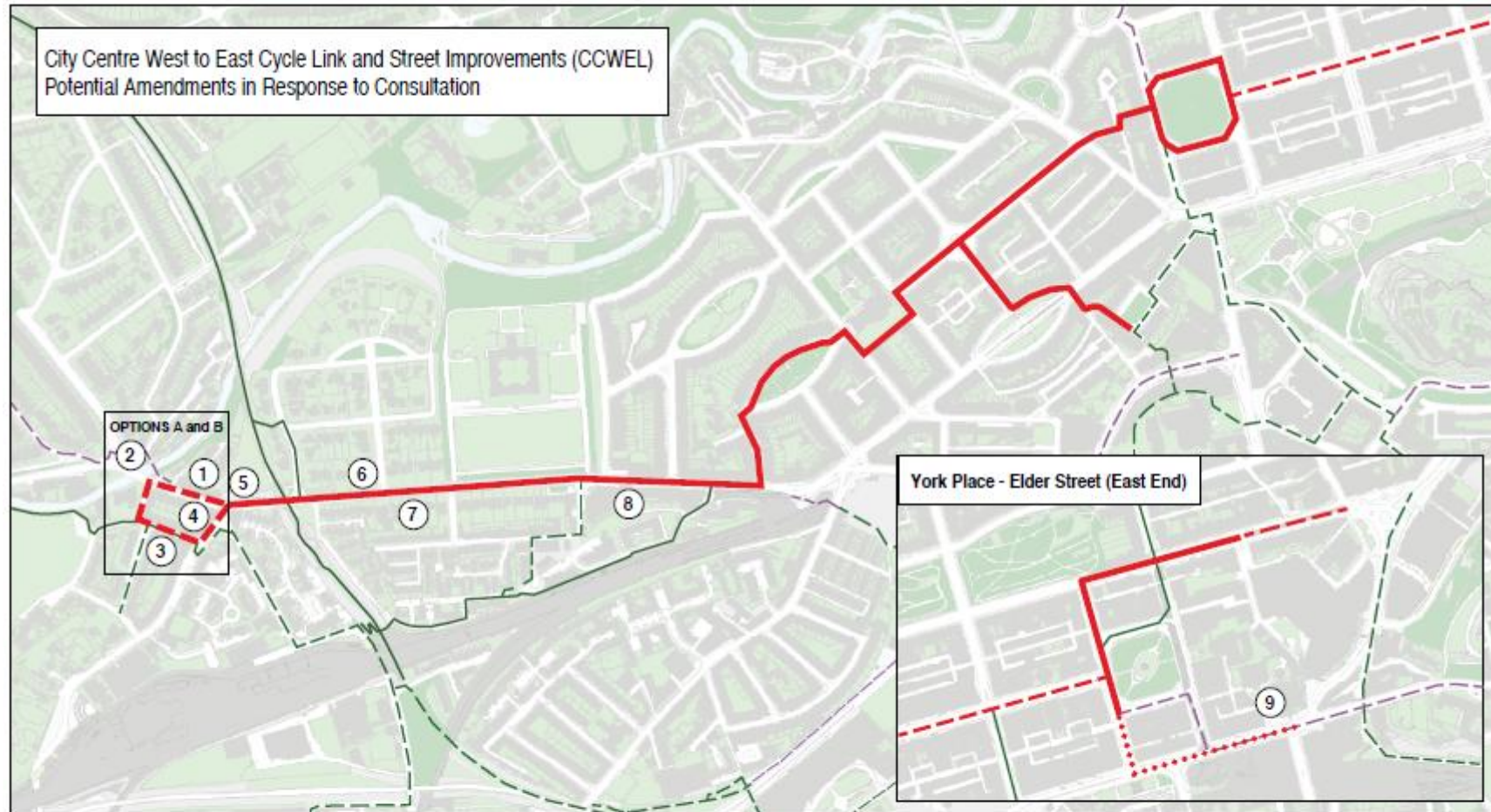
Appendix 1: City Centre West to East Cycle Link – Links to existing ‘QuietRoutes’



Appendix 2: Visualisation of Haymarket Terrace with proposals implemented (from junction with Magdala Crescent)



Appendix 3: City Centre West to East Cycle Link - Summary of Proposed Amendments following consultation



OPTION A

1. Introduce off-peak loading bay on north side of Roseburn Terrace.
2. Widen exit from Murrayfield Avenue to 2 lanes.

OPTION B

2. Widen exit from Murrayfield Avenue to 2 lanes.
3. Possible alternative route via Roseburn Gardens.

4. Russell Road / Roseburn Street junction changed to give Russell Road priority. New pedestrian crossings on both streets.
5. Re-introduce westbound left-turn lane into Roseburn Street.
6. Cycleway and eastbound lanes narrowed to allow widening of westbound lane permitting overtaking of stationary buses and reintroduction of same loading.

7. Bus stop re-instated.
8. Off-peak loading bay on South side of Haymarket Terrace.
9. Implementation deferred pending further work.

Appendix 4: Key Concerns and Actions Taken by Area

Issue	Location	Key Concerns	Change/action	Comment
Roseburn				
1	Murrayfield Avenue junction	Closure of the two slip roads would cause increased queuing, especially if Murrayfield Avenue has just one lane	Increase in width of Murrayfield Avenue approach to 2 lanes	<p>The closure of slip roads should considerably improve conditions for pedestrians, particularly those who are less able.</p> <p>Modelling suggests widening of Murrayfield Ave approach should avoid any significant change in congestion on this approach. It is now proposed to widen the exit of Murrayfield Avenue on to Corstorphine Road sufficiently to allow simultaneous left and right turns for motor vehicles.</p> <p>This should compensate for the slip road removal whilst still significantly improving pedestrian conditions.</p>
2	Roseburn Cliff bus stop	Interaction between queuing passengers and cyclists and also visibility west from Roseburn Cliff obscured by bus shelter (existing problem)	Bus stop moved west	Removes cycle/pedestrian interaction and also improves sightline west from Roseburn Cliff.

3	North side and south side of Roseburn Terrace	Loss of loading provision	Introduced north side off-peak loading bay and changed south side loading from off-peak to 24hour loading	Responds to concerns about loss of the current loading bay (all day) - see also issue 4.
4	Roseburn Terrace eastbound congestion	Concern that introduction of cycleway would worsen queuing at junction	More surveys and computer modelling of junction conducted	<p>Currently, modelling suggests that there will be a minimal impact on morning A8 journey times and a modest increase in the evening peak (30 to 60 seconds) - more westbound than eastbound. However, it is noted that a significant component of this change is due to the proposed closure of the rat-run via Roseburn Gardens and introduction of a new pedestrian crossing across Roseburn Terrace at its junction with Roseburn Street.</p> <p>In response to local business concerns, initial designs for Roseburn Terrace have been modified to reintroduce off-peak loading on the north side of the street.</p> <p>See Roseburn Issue 5 regarding delays on Roseburn Street and Russell Road.</p>

5	<p>Roseburn Place and Roseburn Gardens</p> <p>also</p> <p>Roseburn Street and Russell Road</p>	<p>Proposed closure of Roseburn Place will significantly worsen congestion on the approach to the Roseburn Terrace junction.</p> <p>Leaving the Roseburn Street and Russell Road junction as now will make it extremely difficult to get to Roseburn Terrace at busy times.</p>	<p>It is proposed to retain the closure of the Roseburn Place and Roseburn Gardens junction.</p> <p>Roseburn Street and Russell Road junction reconfigured to give Russell Road priority.</p>	<p>The closure of the junction of Roseburn Place and Roseburn Gardens is to stop the use of this route as a “rat-run” to avoid the Roseburn junction.</p> <p>The closure will dramatically improve the street environment for residents of both streets, improve conditions for pedestrians and is essential to deliver a sufficiently low level of traffic ensure that less confident bike users feel safe.</p> <p>The closure of Roseburn Place will mean that less traffic can pass from Roseburn Street and Russell Road towards Corstorphine Road or West Coates.</p> <p>Traffic modelling predicts a significant increase in delays on Russell Road and Roseburn Street (northbound). However the modelling does not allow for any re-routing of traffic and the more likely outcome is a smaller increase in delay combined with some re-routing. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.</p>
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				The proposed reconfiguration of the Roseburn St/Russell Road junction, combined with a zebra crossing of Russell Road, should enable a much more balanced flow between Roseburn St and Russell Road.
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Issue	Location	Key Concerns	Change/action	Comment
West Coates				
1	West Coates	Traffic congestion westbound due to stopping buses	Reduce the width of cycle lane to enable an increase in the westbound carriageway lane.	The design for West Coates has been amended to widen the westbound traffic lane and locally reduce the width of the 2-way cycleway. This widening will allow most vehicles to pass stationary buses, will allow overnight loading and will keep the bus stop that was previously proposed for removal.
2	West of Stanhope	Removal of a bus stop on the south side of West Coates.	Retain all three bus stops.	Please see above.

	St			
3	West Coates	Removal of central refuge islands at existing pelican crossings, with concerns that this would make it dangerous for people to cross the busy road, particularly elderly residents from the retirement housing in Sutherland Street.	The signal timings for 'Green man' will be increased to take account of 'single-stage' road crossings. A pedestrian refuge providing an uncontrolled crossing will be retained to the east of Stanhope Street.	There are currently two split pelican crossings and a pedestrian refuge on West Coates. The two pelican crossings will be maintained but with the removal of their central refuges. Although this will make crossing the street take a little longer, the carriageway width will be decreased due to the cycle lane.
4	West Coates	Concerns over removal of parking/loading in the area on local business and hotels.	Incorporate overnight loading	The design for West Coates has been amended to locally widen the westbound traffic lane and reduce the width of the 2-way cycleway. This widening will allow overnight loading.

Issue	Location	Key Concerns	Change/action	Comment
Haymarket				
1	Haymarket taxi rank	<p>Relocation of taxi Rank and the impact on convenience for taxi customers, especially for people with disabilities.</p> <p>Impact on taxi operations due to customers approaching the rank from the rear.</p>	It is proposed to retain the rank in its relocated position.	<p>The proposed relocation of the Haymarket Station taxi rank closer to the junction with Grosvenor St is essential to allow construction of the protected cycleway on Haymarket Terrace. This in turn is essential in order to deliver a reasonably direct route to the city centre. The new location would mean users would no longer need to cross Roseberry Crescent to access it.</p> <p>In order to mitigate the impact of moving the rank, it is proposed to introduce new pedestrian signs to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility.</p>

2	Haymarket Station	Concerns that the crossing of tram tracks outside Haymarket Station has not been addressed.	The crossing of the tram tracks is being addressed by another project which is currently being designed.	<p>The project provides an alternative route from Roseburn to the city centre and vice versa enabling the crossing of the tram tracks to be avoided.</p> <p>Cyclists are routed to/from the station via an improved/widened Toucan crossing of Haymarket Terrace and then across the tram tracks at 90° (the safest crossing angle) to access the station entrance.</p> <p>The Council is currently designing another project, in consultation with cycling organisations (Spokes and Sustrans). The project aims to improve further the crossing of the tram tracks for cyclists travelling westbound at Haymarket. This project is likely to be implemented prior to the CCWEL scheme.</p>
3	Haymarket Terrace	There was a concern by local business that the removal of loading bays on the south side of Haymarket Terrace would impact their business.	Loading bay reinstated.	The layout of the cycle lane and remaining carriageway has been revised to retain the present loading provision on the south side.

Issue	Location	Key Concerns	Change/action	Comment
West End				
1	Haymarket junction	There is a general concern that the route is not direct enough in this area and should be along Haymarket Terrace, West Maitland Street, Atholl Place and Shandwick Place.	No change proposed.	<p>A route passing through Haymarket junction and along West Maitland Street, Atholl Place and Shandwick Place was explored.</p> <p>The presence of the tram along with numerous bus services and bus stops made it practically impossible, to create a safe segregated cycle route whilst maintaining bus and tram operations.</p>
2	Rosebery Crescent	Rosebery Crescent is not suitable to use as a cycle route. Using Rosebery Crescent is not compatible with the taxi rank location.	No change. Please see comment.	Rosebery Crescent is considered suitable for the proposed cycle route. In order to reduce traffic on the road and to reduce conflicts between motor vehicles and cyclists, it is proposed to make Rosebery Crescent one-way southbound. To avoid its use by queuing taxis a banned left turn lane out of Rosebery Crescent is proposed.

3	Rosebery Crescent; Grosvenor Crescent; and Lansdowne Crescent	Concerns were raised regarding already insufficient resident parking facilities as well as insufficient communal bin provision and that routing the cycle lane would make matters worse.	No change.	<p>The cycle route proposals will not reduce the overall amount of parking or communal bin provision in the streets concerned.</p> <p>The current parking review aims to introduce more shared parking spaces which will improve the flexibility of the parking controls.</p>
4	Bishop's Walk	Bishop's Walk is a private footpath and is owned by the Cathedral and is a pedestrian right of way only.	The Council has been in talks with Cathedral representatives and there is a mutual agreement to use and improve the path to enable pedestrian and cycle use. It will remain in Cathedral ownership but the Council will assume the maintenance obligation.	<p>Proposals have been discussed with Cathedral representatives to route the cycle path via Bishop's Walk from Palmerston Place & Manor Place. This would include removal of a short 2-3m section of existing wall on Palmerston Place (Leaving in place the Pillar as a separation between footway and cycleway).</p> <p>Full footway to be resurfaced and edging kerbs replaced. Verge to be cleared and tidied up</p>

5	Melville Street	Loss of parking on Melville Street.	No change.	Although there is a significant reduction in parking provision on Melville street, there is potential to increase provision in neighbouring streets that would compensate for much of this loss. Furthermore the forthcoming parking review will convert many spaces to 'shared use', enabling significantly more flexibility in the use of parking spaces, especially for residents' permit holders.
6	Walker Street	Loss of parking due to modifications.	No change; overall there will be more parking provided in Walker Street.	Some parallel parking will be converted to end on, increasing capacity and, as above, the parking supply will be reviewed.
7	Randolph Place	Lack of formal crossing for cyclists/pedestrians on to and across Randolph Place.	Formal crossings will be incorporated into the design of this junction.	A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place. In addition, a formal crossing will be provided for pedestrians to cross Randolph Place.

8	Randolph Place	Concerns regarding the comfort of cycling on cobbles and the suggestion to remove the cobbles in Randolph Place.	An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.	An innovative solution is proposed to ensure a smooth path for cyclists whilst maintaining the aesthetic quality of the cobbles. It is proposed to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface. Additionally, new smooth faced stone paving could be provided on the footway.
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Issue	Location	Key Concerns	Change/action	Comment
Charlotte Square				
1	Lothian Road	Connection with Lothian Road and Lothian Road/Princes Street Exchange.	Potential future link.	It is proposed to take forward the connection from Charlotte Square as a separate project.

2	Charlotte Square	Unclear how the routing through Charlotte Square would look.	The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area.	There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding. Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council.
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Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/Princes Street				
1	South St David Street	Added congestion to buses.	Further design review and modelling. Implementation in a later phase subject to addressing issues.	Modelling showed a cycle route from St Andrew Square to Princes Street would cause delays to public transport and other traffic in this area.
2	Princes Street	Safety/Interference with pedestrians.	Cycle speed limit/surfacing measures.	This is an area busy with pedestrians. Design of the cycleway would seek to make its purpose clear whilst also seeking to encourage cyclists to travel slowly and with consideration.

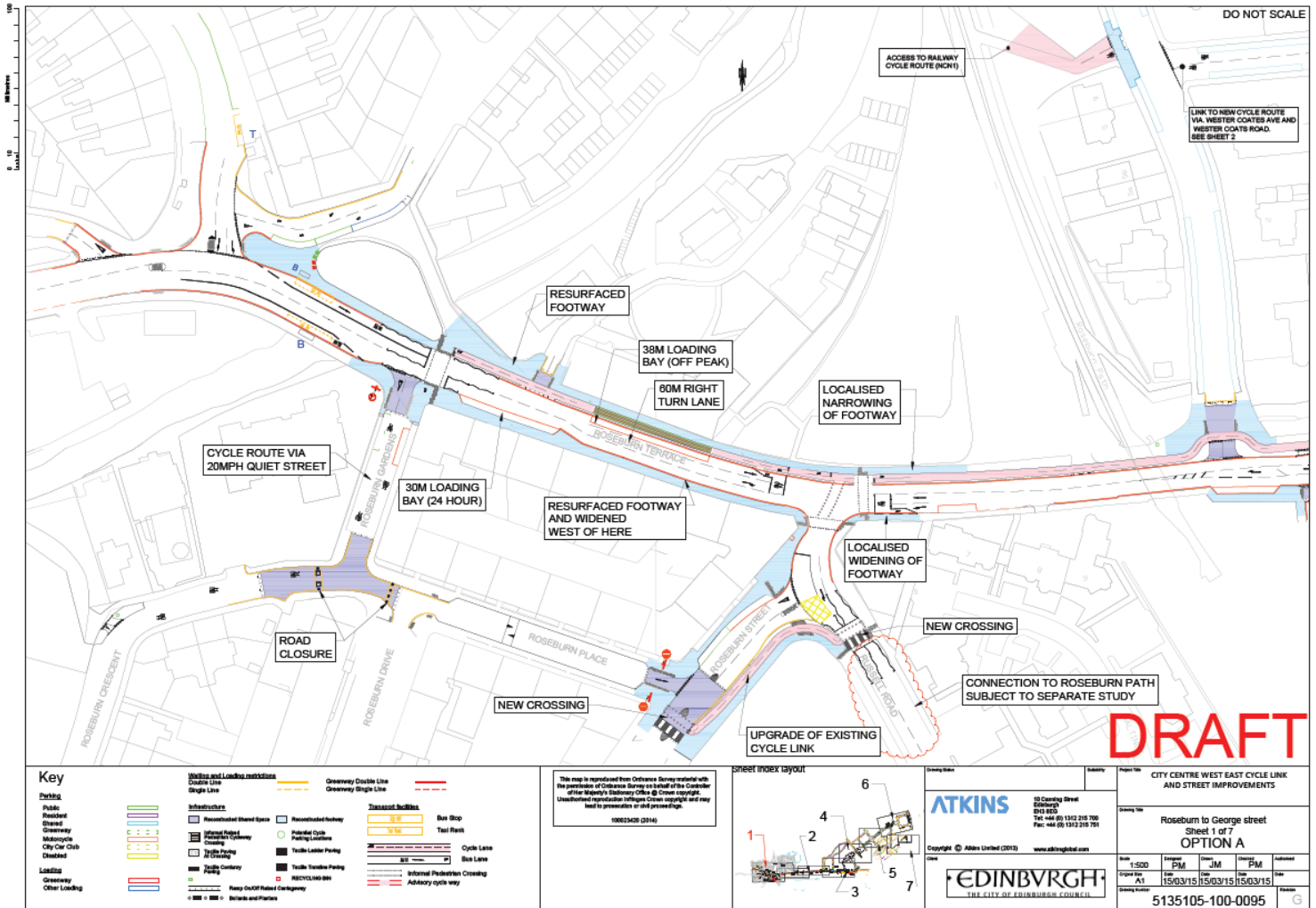
Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/York Place				
1	Elder Street	Concern over the two stage crossing of Elder Street.	Discussions are ongoing with the St James Centre developers to optimise the junction layout to meet the needs of traffic to/from the car park, cyclists and pedestrians.	Initial designs provided for a straight across movement over Elder Street. However the developers of Edinburgh St. James brought forward a traffic assessment which required extra capacity (road space and signal time) for traffic to/from the car park. The current design is recognised to be a compromise.
2	North St David Street/York Place	Right turn onto York Place is too narrow for cyclists coming downhill.	Design review.	This is a relatively busy corner with pedestrians waiting to cross North St David Street. The design here will be reviewed with a view to encouraging low speeds and for cyclists to give way to pedestrians.
3	York Place	Added congestion of York Place.	Ongoing discussions with the St James Centre developers and tram operators to optimise the layout.	The current proposals have minimal effect on the capacity for motorised traffic movement on York Place. Extension of the tram may allow changes to be made.

Appendix 5: Haymarket Taxi Rank alternative locations advantages and disadvantages

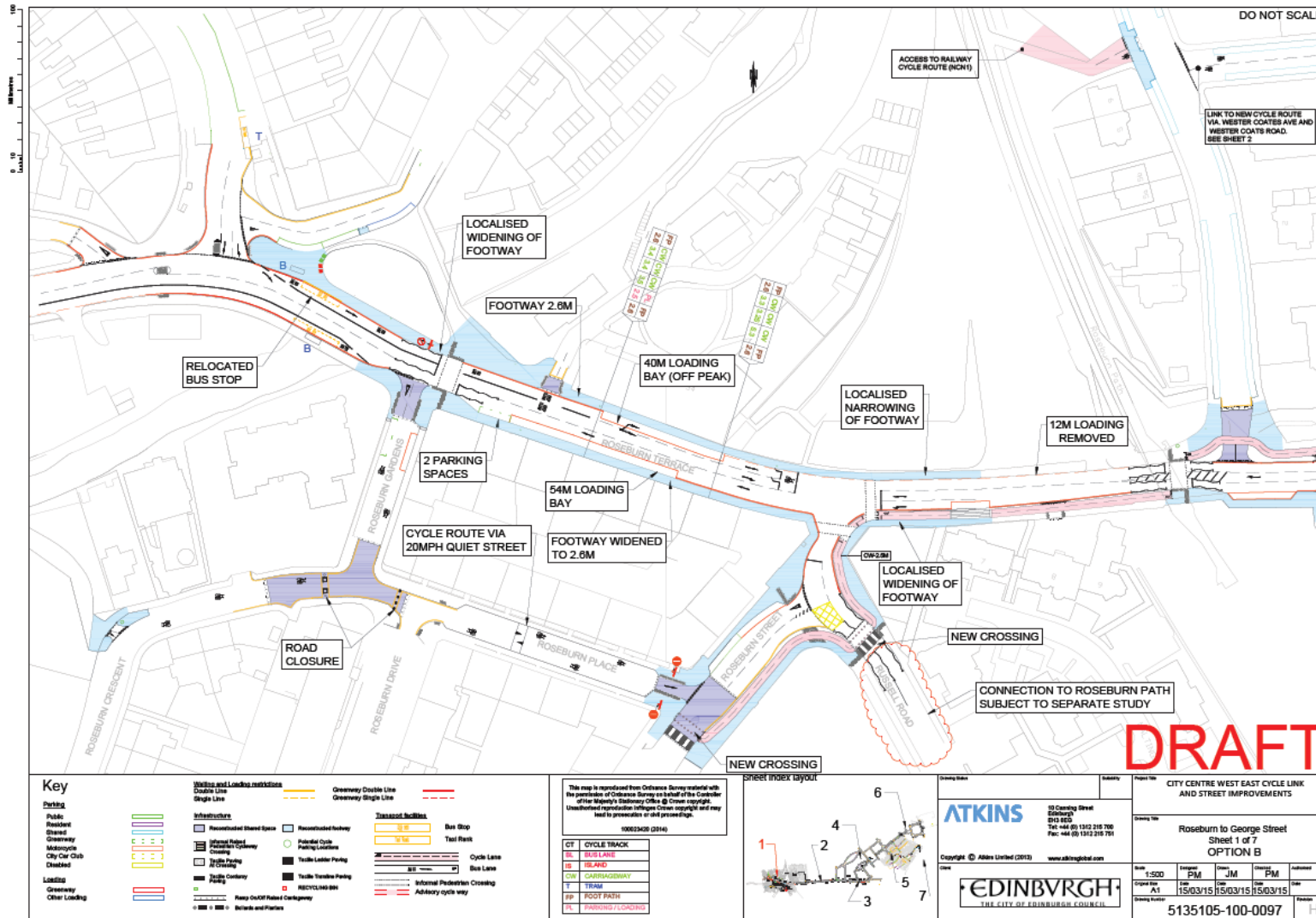
Location	Advantages	Disadvantages
Dalry Road	No need to cross any roads	Invisible from station and involves negotiating an often overcrowded footway Difficult to integrate with bus stops or with proposed pedestrian crossing of Dalry Rd.
Outside old entrance	Very close to station entrance	Too short (approx 4 vehicles). Any immediate overspill blocks tram line.
Westbound bus stops	Very close to station entrance	Moving bus stops would have negative impact on bus passengers and potentially on loading provision on Haymarket Terrace
Rosebery Crescent	Closer to station entrance than proposed location	Negative impact on Rosebery Crescent residents from queuing taxis. More traffic on Rosebery Cres - impact on residents, pedestrians and cyclists.
Clifton Terrace (AS PROPOSED)	No uncontrolled road crossings. Room for main rank to be longer than currently.	Front of rank approx 50m further from station entrance than current location. (25% further from platform)
Current location	Closer to station entrance than proposed location	Precludes delivery of Haymarket Terrace cycleway. Requires additional road crossing compared to Clifton Terrace

Appendix 6 - Preliminary Designs (Roseburn to Haymarket, including Roseburn Options A&B)

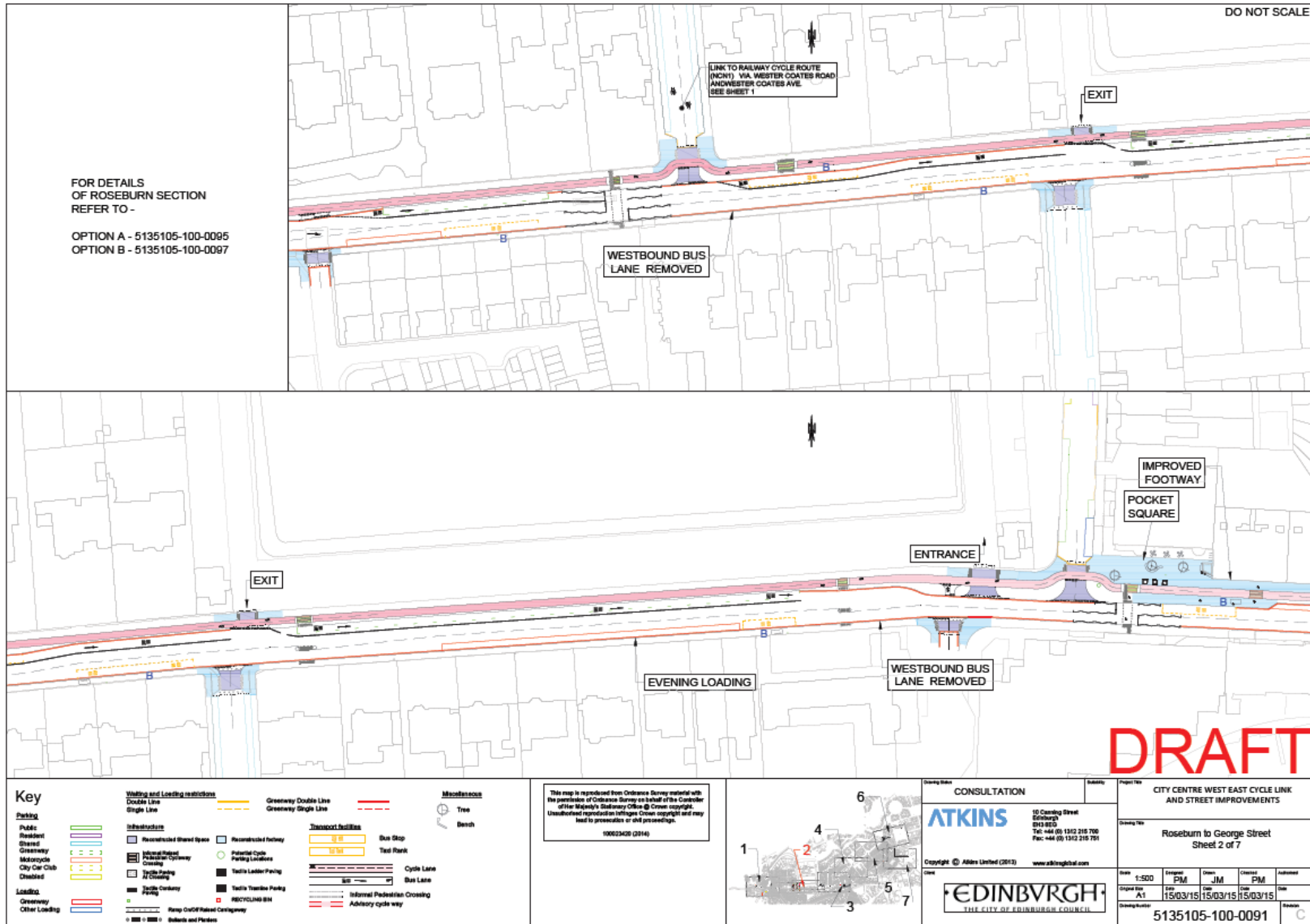
Roseburn area: Option A



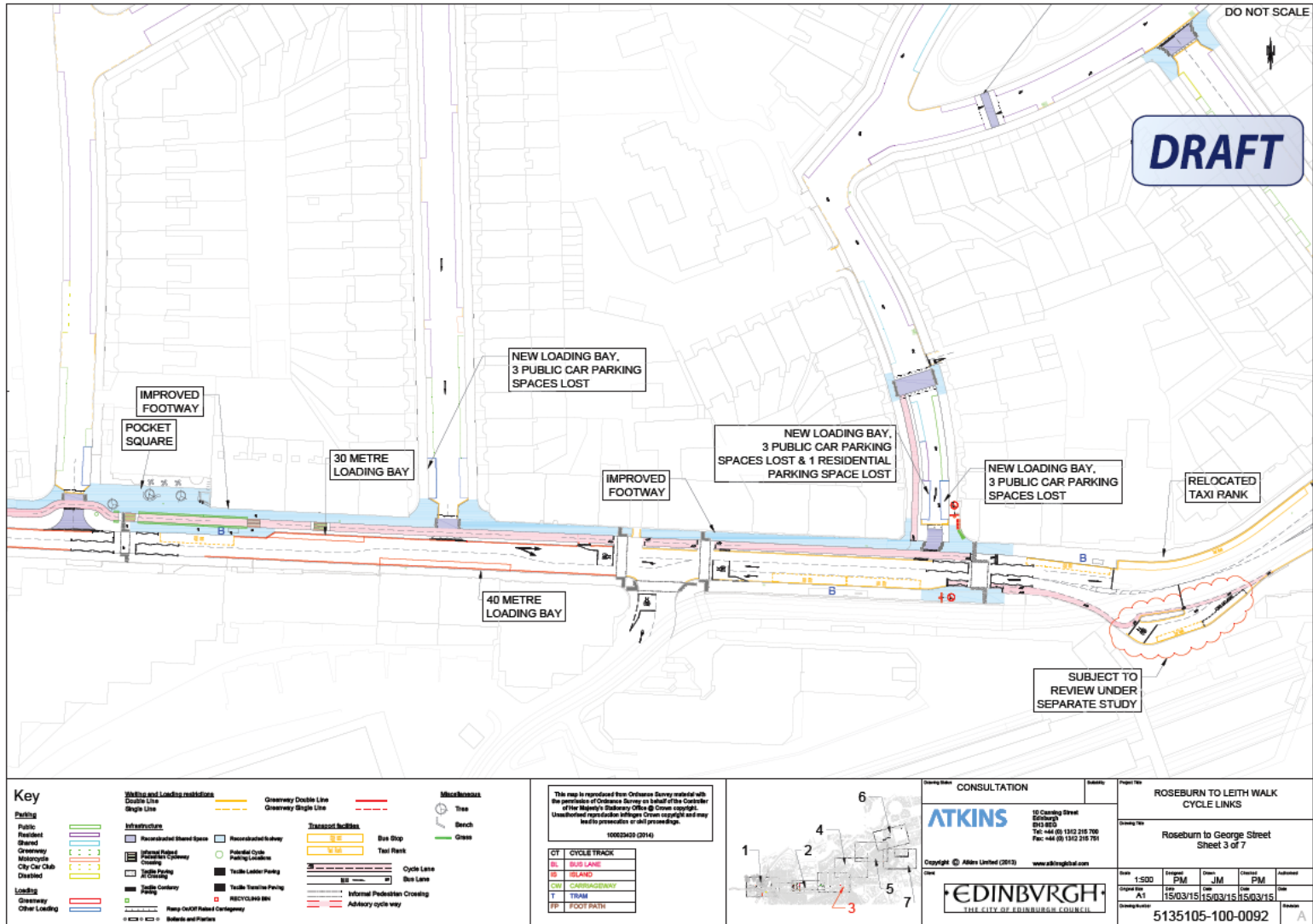
Roseburn Area: – Option B



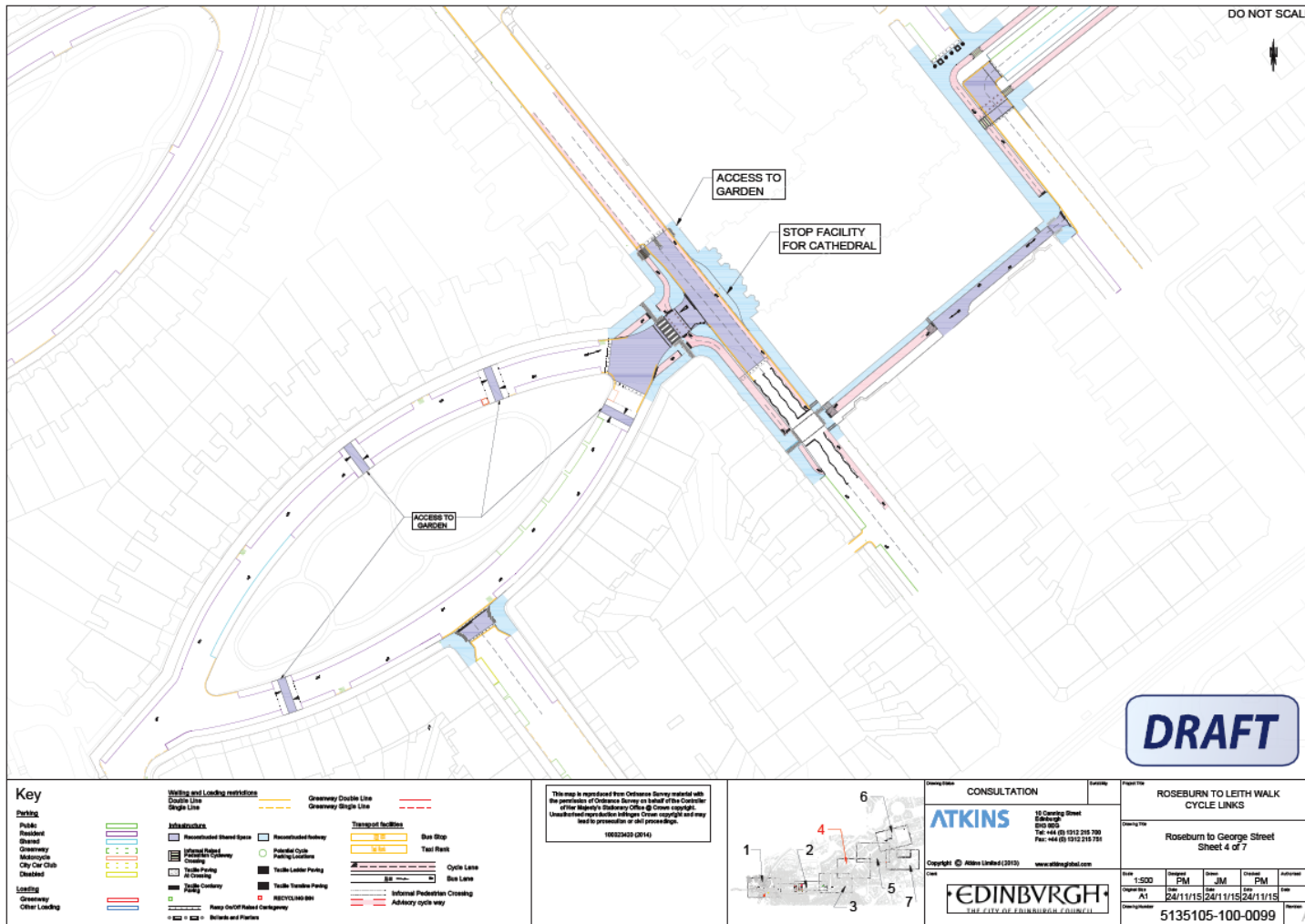
West Coates Area:



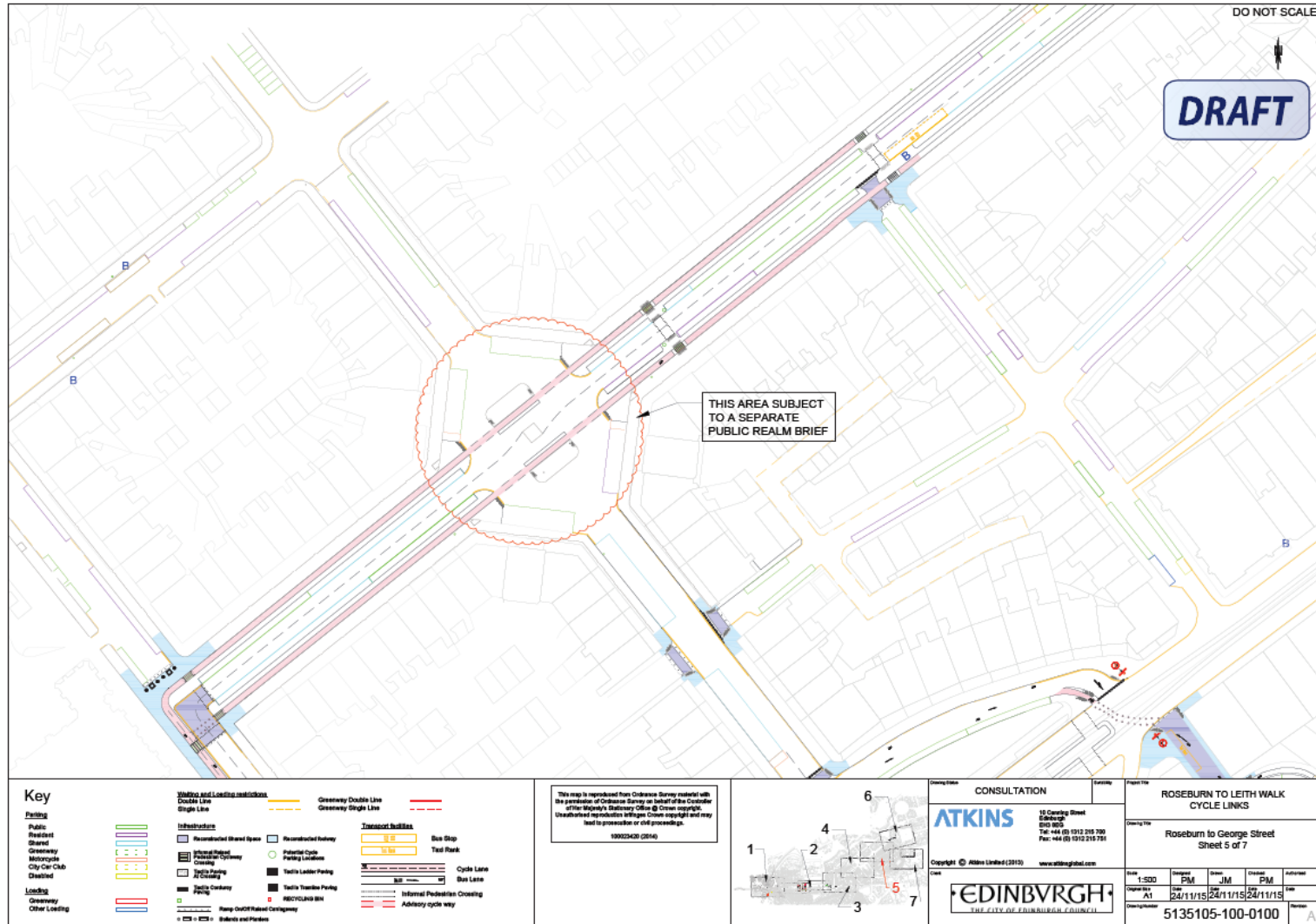
Haymarket Area:



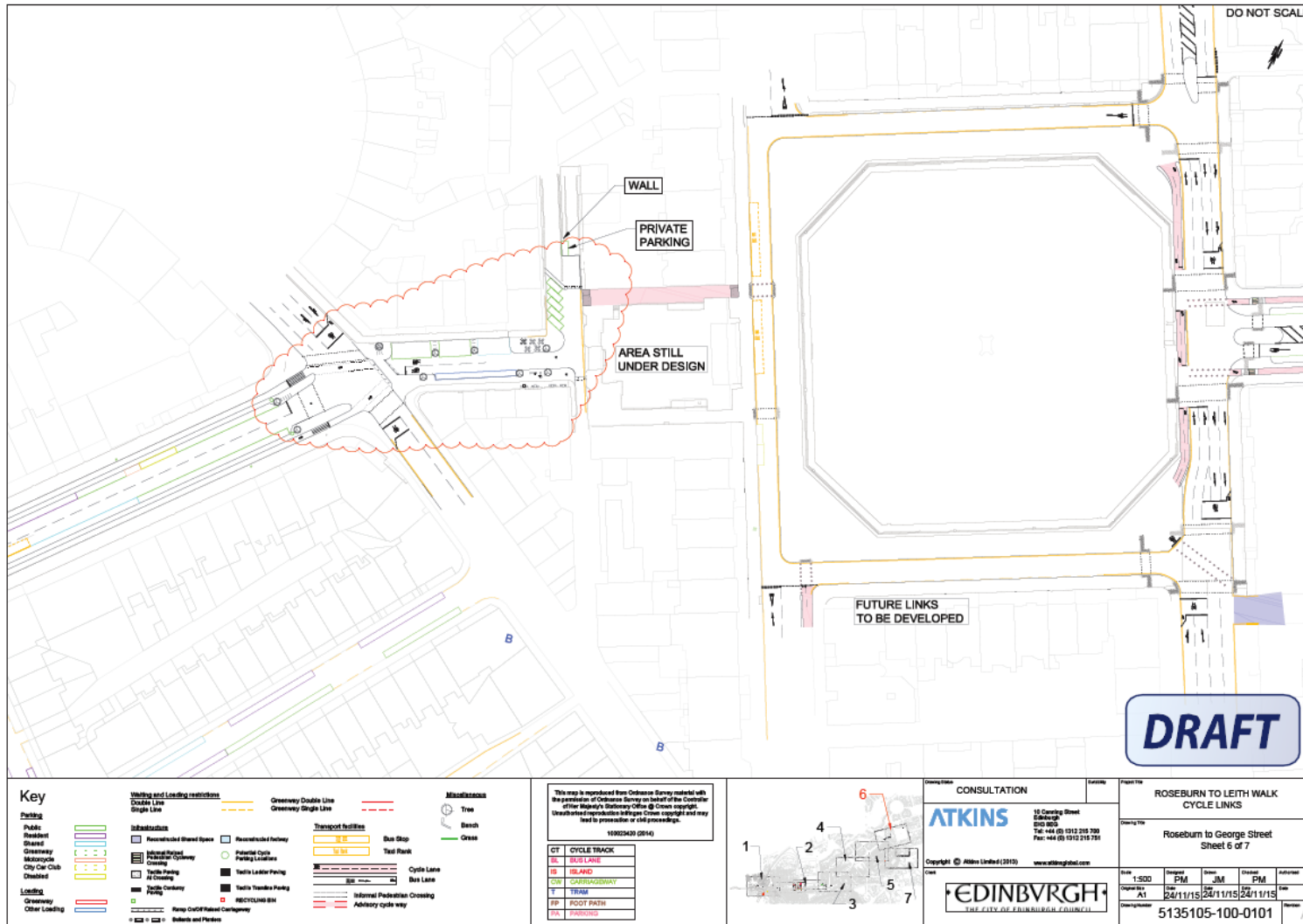
Appendix 7: Preliminary Design (Haymarket to York Place) Grosvenor Crescent, Lansdowne Crescent and Palmerston Place Area:



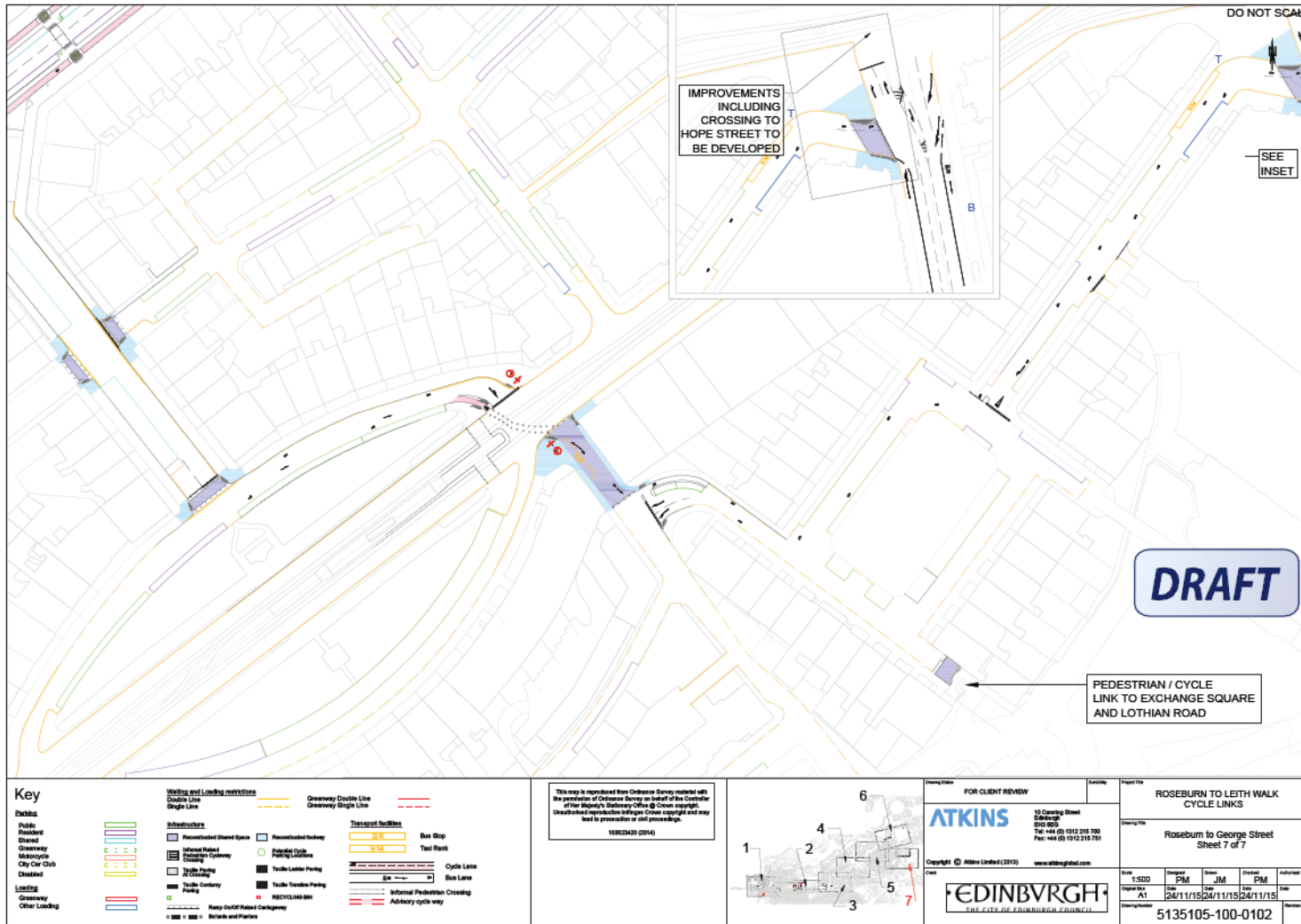
Melville Street Area:



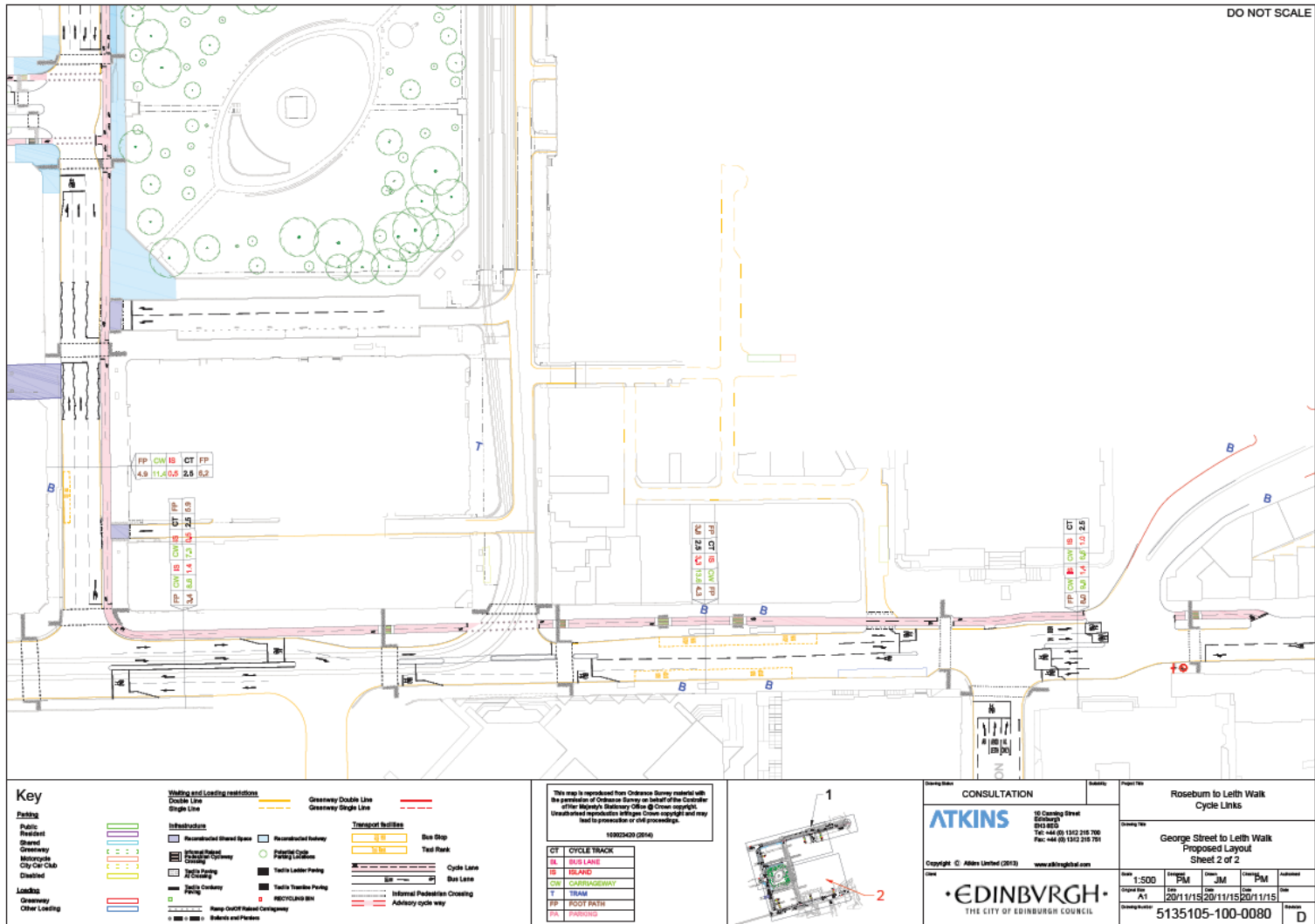
Randolph Place Area:



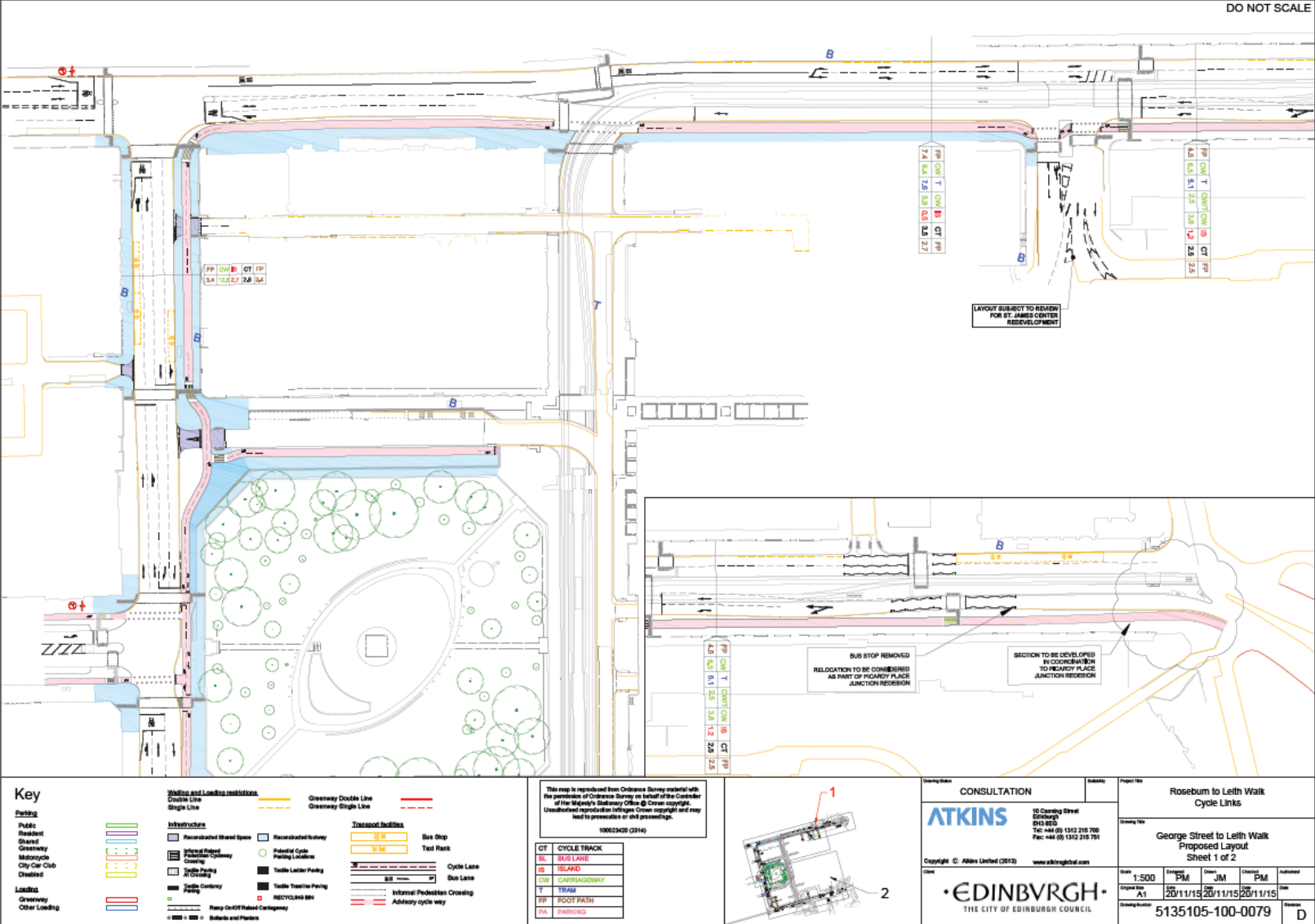
Walker Street link to Rutland Square:



St Andrew Square to Princes Street Link (Implementation deferred pending further work)



St. Andrew Square to York Place:



Appendix 8: Project Cost Estimate

Project Cost Estimates:					
(The below costs are subject to change)					
(The below costs include Preliminaries and Contingencies, calculated at 20% of the infrastructure costs, March 2014)					
(The below costs do not include Optimism Bias)					
(Figure rounded to the nearest £5,000)					
	Year 1 - 16/17	Year 2-17/18	Year 3-18/19	Year 4-19/20	Sub-totals
Design and Tender:*					
Detailed design, TRO Consultation and Construction Tender Documentation	£350,000.00	£50,000.00			£400,000.00
Site Supervision*					
(Engineer/Clerk of Works/Traffic Officer)		£120,000.00	£120,000.00	£120,000.00	£360,000.00
Construction:					
Section 1:					
Roseburn Park to Roseburn Terrace (via Roseburn Gardens)/Roseburn Park to Roseburn Terrace (via Roseburn Place)/Roseburn Terrace			£415,000.00		
Roseburn Terrace (East)/West Coates			£215,000.00		
Roseburn Path Links to West Coates			£110,000.00		
West Coates				£195,000.00	
Coates Gardens to Melville St - via Roseberry Cres				£405,000.00	
1 Subtotal					£1,340,000.00
Section2a:					
Melville Street (including Melville Crescent Public Realm project)		£1,030,000.00	£685,000.00		
Randolph Place to Charlotte Square			£340,000.00		
2a Subtotal					£2,055,000.00
Section2b:					
Charlotte Square (Public Realm project-TBC)					
Charlotte Square - route around central island		£75,000.00	£75,000.00		
Section2c:					
Melville Street Link to Rutland Square/EICC			£110,000.00		
2b & 2c Subtotal					£260,000.00
Section3:					
St Andrews Square to Picardy Place		£1,015,000.00			
St Andrews Square to North Bridge (Implementation on hold)			£1,020,000.00		
Subtotal					£2,035,000.00
PROJECT TOTAL:					£6,450,000.00
*(See overleaf for breakdown of Detailed Design and Tender and Site Supervision Costs)					

Site Supervision Costs:				
	£/hr	Hours	Weeks	Total
Engineer Costs	40	36	48	£69,120.00
Clerk of Works/Traffic Officer	30	36	48	£51,840.00
				£120,960.00 rounded £120,000.00
Design & Tender Costs:				
Design fees calculated at 10% of total construction costs for the study links from Roseburn to Randolph Place. This is based on experience of local authority design projects and the level of design certainty. These fees include for surveys, option testing, transport modelling, design production, consultation, workshops, publicity and completion of the Traffic Regulatory Order process.				
Roseburn to Randolph Place		£3,055,000.00		
Design Fees - Total * 10%		£305,500.00		
Design fees calculated at 15% of total construction costs for the study links from Randolph Place to Picardy Place. This is due to the increased level of complexity associated with this section of the route and the level of design certainty. These fees include for surveys, option testing, transport modelling, design production, consultation, workshops, publicity and completion of the Traffic Regulatory Order process.				
Randolph Place to Picardy Place*		£1,615,000.00		
Design Fees = Total * 15%		£242,250.00		
Total Design & Tender Fees:				
		£547,750.00		
Preliminary Design Fees (already spent)		£178,475.00		
		£369,275.00	allow	£400,000
*Figures do not include costs for designing St. Andrews Square to North Bridge (Implementation deferred)				

Transport and Environment Committee

10:00am, Tuesday, 30 August 2016

Cleanliness of the City

Item number	7.6
Report number	
Executive/routine	Routine
Wards	All

Executive summary

This report provides an assessment of the cleanliness of Edinburgh's streets and open spaces using the results of LEAMs and CIMs surveys and data from Confirm (the environment asset management and works ordering system). The citywide CIMS score assessed by KSB in June 2016 is 72 with 95% of streets clean. Fifteen out of seventeen wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Seven of those Wards achieved 72, or above, meeting the Council's high standard for cleanliness. Ten wards achieved a percentage clean result of 95% or above and out of those four achieved a 100% clean result. A total of 483 transects were surveyed during this assessment.

This report also gives a summary of the work and initiatives being carried out by the Council 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 as updates on the development of a city wide litter campaign and the review of litter bins.

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 LEAMS, the statutory performance indicator, 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 KSB annual validation survey took place in March 2016.
- 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 Council has two performance targets for street cleanliness – a Cleanliness Index target score of 72 and a target of 95% of streets achieving the acceptable standard of cleanliness (i.e. those that have been assessed as grade A or B). The CIMS data has been presented in this report to reflect the Council's new Locality structure.
- 2.4 In June 2016, 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 71 (15%) Grade A streets observed within the June 2016 assessment.



Grade B These areas are clean apart from a few small items of litter. There were 388 (79%) Grade B streets observed within the June 2016 assessment.



Grade C These areas show accumulations of litter at back lines, kerbs and in between parked cars. There were 22 (5%) Grade C streets observed within the June 2016 assessment.



Grade D Streets are visibly and obviously heavily littered, with significant litter and refuse items. There were 2 (1%) Grade D assessments observed in the June 2016 assessment.

- 2.5 As part of the Council's Transformation Programme, the Council's Street Cleansing Service and Environmental Warden Service have been reviewed and will form part of the new Waste and Cleansing Service. This new department merges the Waste & Recycling Collections, Street Cleansing and Environmental enforcement functions into one service – Waste and Cleansing, with a broad remit for the cleanliness of Edinburgh. This move will enable staff from these three services to work more closely together to provide a more integrated approach to litter and waste, both at a city wide and locality level.

- 2.6 The Code of Practice on Litter and Refuse (Scotland) 2006 (COPLAR) is currently being reviewed by the Scottish Government, which includes a review the statutory performance measure LEAMS. The Council will review it's cleanliness performance measures in line with the outcome of the review of COPLAR to ensure they are used help to drive forward improvements in services.
- 2.7 The Council is also currently participating in a European Litter Monitoring Pilot being co-ordinated by Keep Scotland Beautiful. European experts from the Clean Europe Network have devised a common European tool for evaluating how clean streets are and allow comparisons with other European cities. The Council, along with a number of other local authorities in Scotland, is undertaking a series of exercises to assess the practical use of the common measurement and monitoring methodology and will provide feedback to Keep Scotland Beautiful later in the year.
- 2.8 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 street-cleansing staff 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.
- 2.9 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.
- 2.10 A Parks Quality Score is produced annually for each of Edinburgh's parks using the Green Flag judging criteria all of Edinburgh's parks. These scores are compared to the Edinburgh Minimum Standard which has been developed to benchmark our parks and record how they are improving. A range of criteria is assessed including litter and dog fouling, which can provide data on the cleanliness of the city's parks.

Main report

Confirm on Demand data

- 3.1 The enquiries from the public logged onto the Confirm on Demand system in June 2016 are summarised in Tables 1 and 2.

Locality	Number of enquiries received	Percentage of enquiries dealt within agreed timescale	CEC Target
North East	633	67%	85%
North West	398	80%	
South Central	505	74%	
South West	388	89%	
Total	1924	76%	

Table 1: Number of enquires logged in each Neighbourhood in June 2016 and the percentage dealt with in agreed timescale.

- 3.2 The South West Locality achieved the target of 85% for dealing with enquiries within the given timescales. City wide the target was not met with 76% of enquiries being dealt within the given timescales.
- 3.3 The largest numbers of requests received were for fly-tipping/dumping (596 requests) and litter (591 requests).

Enquiry type	Number of enquiries received
Dumping/fly-tipping	596
Litter	591
Street cleaning request	187
Weeds	122
Bin full	109
Dog fouling	106
Broken glass	36
Dead Animal	36
Bin repair/replace/resite	33
Graffiti (offensive)	25
Needles	25
New bin request	16
Graffiti (non-offensive)	15
Spillage of fluids	14
Leaves	6

Public Conveniences (including cleaning, closures, repair and safety)	2
Clear up of Road Traffic Accidents	2
Beach cleaning request	1
Total	1924

Table 2: Enquiries received by the public in June 2016

CIMS survey results

3.4 The results of the June 2016 CIMS survey are summarised in Table 3 below.

Locality	% streets clean	CIMS score	KSB Acceptable Target	CEC Target CIMS Score	CEC Target % Clean
North East	90	67	67	72	95%
North West	97	72			
South Central	95	72			
South West	97	79			
City wide	95	72			

Table 3: Summary of June 2016 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
March 2016	93%	71
June 2016	95%	72

Table 4: Trend data for percentage of streets clean and CIMS score

- 3.5 Table 4 shows the CIMS scores and % streets clean scores from the past 5 surveys covering the period December 2014 to June 2016. CIMS scores can be influenced by the inclusion of a relatively small number of Grade C or D streets. However, the % streets clean figure shows the percentage of streets meeting Grade B or above and can therefore be viewed as a more accurate indicator to monitor the cleanliness of the streets throughout the city.
- 3.6 Fifteen out of seventeen wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Seven of those wards achieved 72, or above, meeting the Council's high standard for cleanliness. Ten wards achieved a percentage clean result of 95% or above and out of those four achieved a 100% clean result.
- 3.7 85% of the litter found during the survey was pedestrian related. The highest percentage of litter noted by type within the survey was smoking related litter, which was noted in 79% of the streets surveyed.
- 3.8 There were two D grade streets surveyed in the June assessment. One of these was in the North East Locality (Ward 13) and the other was located in the South East Locality (Ward 11). These were due to accumulation of severe littering in Ward 13 and an over flowing communal domestic bin in Ward 11 (see Section 2.4 for photograph).

North East Locality

Ward	% Streets Clean	CIMS Score
12	88	64
13	86	65
14	92	67
17	92	69
Overall	90	67

North West Locality

Ward	% Streets Clean	CIMS Score
1	98	71
3	96	69
4	91	72

5	100	75
6	97	71
Overall	97	72

South Central Locality

Ward	% Streets Clean	CIMS Score
10	96	70
11	92	70
15	100	72
16	95	73
Overall	95	72

South West Locality

Ward	% Streets Clean	CIMS Score
2	96	83
7	93	67
8	100	90
9	100	72
Overall	97	79

Dog Fouling Complaints

- 3.9 From the 1 April to 30 June 2016, there were a total of 286 dog fouling complaints received by the Environmental Wardens. This figure represents a reduction of 14% compared to the figure for 2015 which was 335, and a 2% reduction compared to the 292 complaints received over the same period in 2014.

Dog Fouling Fixed Penalty Notices

- 3.10 During the reporting period of 1 April to 30 June 2016, 21 FPNs were issued across all 4 locality areas. This compares to 17 issued in 2015, and 22 issued in 2014 over the same periods.

Resident Satisfaction

- 3.11 Resident satisfaction is a key performance measure relating to street cleansing. This indicator is measured via the Edinburgh People Survey on an annual basis. The most recent survey shows a satisfaction rate of 64%, which is a 6% increase from the 2014 outturn of 58%. Whilst showing an improving trend, this figure is a major concern. As recently as 2013, resident satisfaction has been as high as 84%.
- 3.12 The Transformation Programme has brought about a significant service change in the creation of a single city-wide Waste and Cleansing Service which will also have responsibility for co-ordinating environmental enforcement activity. The purpose of this new service is to ensure closer working between the cleansing, waste collection and environmental enforcement services to ensure a 'right first time' approach to tackle all issues that affect street cleanliness.
- 3.13 It should also be noted that the performance of our street cleansing service is not the single determinant of the level of street cleanliness. Other factors which contribute towards street cleanliness are resident participation, education and engagement and effective enforcement. A new Street Cleanliness Strategy is which will encompass all of these themes is being developed and a draft for consultation will be presented to this Committee at it's meeting on 17th January 2017.

Litter initiatives and campaigns

Neat Streets Grassmarket

- 3.14 During the summer the Council joined forces with Keep Scotland Beautiful and Hubbub to trial new positive nudge interventions to tackle litter and increase civic pride through a project called Neat Streets. The campaign running from May to September 2016 comprises of a series of interventions across three consecutive phases. These focus on local pride and sense of community, litter collection facilities and specific littering behaviours. The campaign builds on the latest thinking around behaviour change and awareness-raising.
- 3.15 Phase 1 focussed on reinforcing the sense of the Grassmarket community. 25 residents and business people featured in the 'My Street is your Street' poster campaign (Appendix 1, Photo 1), businesses were handed branded planters, brooms, badges, posters and lamp post banners were erected (Appendix 1, Photo 2).

- 3.16 Phase 2 focussed on trialling new bins for cigarette litter (Appendix 1, Photos 3 & 4) and increasing the visibility of litter bins within the Grassmarket (Appendix 1, Photos 5 & 6). The final phase focuses on targeting night-time economy and Festival leaflet litter. Social media has been used extensively to promote the Neat Streets campaign. Messages promoting the cigarette ballot bins reached just under 84,000 people.
- 3.17 Keep Scotland Beautiful have developed and implemented a methodology for evaluating the short and long-term impacts of the interventions using a before and after design. The monitoring includes litter counts, litter bin sensors and surveying behaviour and attitudes. The outcomes of this project will help the Council identify the best techniques to utilise in its city-wide campaign described below.

Our Edinburgh – anti litter campaign

- 3.18 The Council has developed an anti litter campaign, Our Edinburgh, to encourage residents and visitors to dispose of their litter responsibly, raise awareness of the problems litter causes and highlight the hard work of the Council's street cleaning teams. The focus of this campaign is to promote pride in our city.

The Council launched the first phase of the campaign during the festival period in August when visitor numbers swell and there is an increased volume of waste and litter, particularly in the city centre. The campaign adopts a humorous approach 'we'll bin our jokes, if you bin your litter'. It uses a number of techniques and tools including street interventions, digital media and high profile street advertising. Evaluation will be based on litter tonnage, social media reach and media coverage.

City wide implementation of Trade Waste Strategy

- 3.19 Phase 2 of the Street Scene Project was completed at the end of June 2016. 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 has also focussed 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.

Litter bin review and sensor trial

- 3.20 A litter bin audit was undertaken during 2015. For the first time all the city's litter bins were been mapped and digitally recorded. The data is held on the Council's Confirm system. The key findings of the survey were:
- There are in excess of 3700 on street litter bins across Edinburgh on street and in parks/greenspaces.
 - There are around 30 different types and sizes of litter bins
 - There are around 15 different keys needed to access the different types of litter bins

- Litter bins are serviced by either litter press vehicles (mini refuse collection vehicles) or Street-cleaning Service vehicles..
- The majority of bins require manual handling to be emptied.
- On average the Council receives around 14 requests every month from members of the public and Elected Members for new additional bins.

The lack of one clear policy for litter bins across the city has led to inconsistencies in the bin style, suitability of locations, frequency of emptying, which have increased purchase, maintenance and servicing costs.

3.21 It is proposed a litter bin policy will be written to ensure cohesive design principles can be applied to the public realm, parks and street furniture for current locations and for the design for any new developments. The policy will present a standard suite of litter bins for the city and also guidance on litter bin placement and their replacement. The policy will aim to capture and address the following issues to improve the cleanliness of our streets;

- Ensure litter bins are the right design and in the right location
- Deliver litter bins that are fit for purpose and support the street scene needs across Edinburgh
- Ensure consistency when responding to requests to remove, or install, litter bins
- Develop standards of consistency for location, facilitate servicing and maintenance across all service areas

320 litter bin sensors have been installed in litter bins in the City Centre, Leith Walk, Leith Links and Portobello prom as part of a 12 month project to monitor fill rates and servicing frequencies. The sensor data will enable servicing frequencies and routing to be adapted to ensure they are as efficient as possible. The system can also generate dynamic routes to allow staff only to service those bins that require servicing. The trial will allow the Council to review the effectiveness of sensor data and, if deemed a success, develop a business case for the purchase of further sensor units.

Leithers Don't Litter

3.22 Leithers Don't Litter were awarded a Waste Action Grant of £2177 that has been used to produce stickers for every takeaway shop in Leith reminding customers to dispose of their litter responsibly. The Council has provided further stickers, designed by the group, to put on litter bins to remind dog owners to bin their dog waste (Appendix 1, Photo 7). The Council continues to support the group's monthly litter picks by providing litter pickers, gloves, black bags and the collection of all associated waste.

Measures of success

- 4.1 To achieve the national standard of cleanliness CIMS score of 67 as a minimum in all areas.
- 4.2 To achieve a city wide targets of a CIMS score of 72 and 95% of streets assessed as being of an acceptable standard of cleanliness.
- 4.3 To meet 85% of customer enquiries responded to within agreed timescales.
- 4.4 To achieve increased levels of resident satisfaction.

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](#)

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO17 - Clean – Edinburgh’s streets and open spaces are free from litter and graffiti. CO19 - Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards. CO25 - The Council has efficient and effective services that deliver on objectives. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. CO27 - The Council supports, invests and develops our people.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1- Images from Neat Streets Grassmarket and Leithers Don’t Litter

Appendix 1



Photo 1: My Street is Your Street poster



Photo 2: Lamp post banner



Photo 3: Cigarette ballot bin



Photo 4: Cigarette concertina bin



Photo 5: Double bin wrap



Photo 6: Single bin wrap

DOG POO SPREADS DISEASE.



BIN IT HERE. CHEERS.

Photo 7: Leither's Don't Litter bin sticker

Transport & Environment Committee

10am, Tuesday, 30 August 2016

Water of Leith Valley Improvement Proposals (Dean to Stockbridge Section)

Item number 7.8

Report number

Executive/routine

Wards

Executive Summary

Dean Valley Regeneration Limited has an ambition to improve the infrastructure and landscape of the Water of Leith valley between Dean Village and Stockbridge. The Council owns and manages land within this valley, specifically the Water of Leith walkway and adjacent land and water. This report seeks the Council's formal support of the Dean Valley Regeneration Limited applying for external funding to carry out a feasibility study and conditions appraisal to enable the further development of improvement proposals.

Links

Coalition Pledges

Council Priorities

Single Outcome Agreement

Transport & Environment Committee

Water of Leith Valley Improvement Proposals (Dean to Stockbridge Section)

1. Recommendations

- 1.1 It is recommended that the Committee formally agrees to support Dean Valley Regeneration Limited in its application to secure external funding to carry out a feasibility study and conditions appraisal as part of the development of proposals for improving the area along the Water of Leith between Dean Village and Stockbridge.

2. Background

- 2.1 Dean Valley Regeneration Limited (DVRL) has been established as a charitable limited company by community representatives seeking to renew the historic designed landscape along the Water of Leith between Dean Village and Stockbridge. The group includes local representatives with a wide range of professional experience, community engagement, legal, architectural, landscaping, project management and business expertise.
- 2.2 The DVRL's predecessor group commissioned a Conservation Statement in 2015, and it is the recommendations from this Statement that form the basis for proposed environmental improvements. These include walkway and railing renovation, embankment and wall repair, walkway upgrading, and local power generation.
- 2.3 The DVRL is currently engaged in raising funds to cover the costs of producing a project feasibility study, including capital cost estimates. It is also working with Council tree officers and the Water of Leith Conservation Trust on a detailed tree condition survey. These in turn will inform a grant application to the Heritage Lottery Fund and other potential funders.

3. Main report

- 3.1 The Council is being asked to support Dean Valley Regeneration Limited (DVRL) in its desire to improve the physical environmental quality of the Water of Leith Valley between Dean Village and Stockbridge. It should be noted that the Conservation Statement was commissioned by an external organisation and the recommendations do not necessarily represent the views of the Council. Details on the form that improvements will take will require further information gathering,

discussion and consultation. The additional information will require an appraisal of the condition of the Water of Leith walkway and associated structures (walls, embankment, railings etc), and a works/project feasibility analysis

- 3.2 Potential improvements are likely to include upgrading the walkway, restoration of structures such as railings, walls and embankments, landscape conservation measures, and possibly the creation of power from a micro-hydro scheme.
- 3.3 Funds have already been secured by DVRL (and its predecessor group) to resource a Conservation Statement and biodiversity scoping study, as well as initiate historical research. However, in order to access additional funds to undertake a project feasibility study and condition appraisals, the group now needs the formal support of the City of Edinburgh Council, which owns and maintains the Water of Leith walkway as well as part of the river itself and most of the structural and natural features pertaining to both. Once the feasibility study has been completed the DVRL will share its findings with the Council and agree the next stages of the project. These are likely to include consideration of a funding application to the Heritage Lottery Fund.
- 3.4 In the meantime, DVRL has been awarded a grant from Sustrans to meet part of the costs of a feasibility study relating to the footpath/cycleway. The balance of the costs of this feasibility study are being met by a small funding award from the Council and funding raised by Dean Valley Regeneration Limited. The group, in partnership with the Council and the Water of Leith Conservation Trust, will shortly complete a tree survey to identify essential tree removal. A technical review of renewable energy options and costings, structural surveys of built structures and the water embankments, and preparing related cost estimates for different development options is also being planned.

4. Measures of success

- 4.1 Dean Valley Regeneration Limited having formal support from the Council to pursue external funding to progress and implement an environmental improvement programme.

5. Financial impact

- 5.1 There are no costs to the Council in approving the recommendations of this Report. Dean Valley Regeneration Limited is seeking the approval of the Council to pursue external funding opportunities, but needs the Council's support, as landowner, to do so.

6. Risk, policy, compliance and governance impact

- 6.1 Officers will work with Dean Valley Regeneration Limited to agree ongoing procedures for joint working, including key contacts, interim and periodic reporting. This will include the Council receiving copies of minutes from the monthly meetings of the DVRL Project Board and quarterly joint meetings with the Council.

7. Equalities impact

- 7.1 This proposal aims to improve and enhance the physical environment of the area. As part of these improvements, accessibility will be up upgraded allowing people with a wide range of physical abilities to further utilise the area. A detailed impact assessment will be produced as part of the Heritage Lottery fund grant application.

8. Sustainability impact

- 8.1 The project seeks to enhance the natural and historic environment of this stretch of the Water of Leith walkway. Additional sustainability benefits may arise from a related micro-hydro initiative.

9. Consultation and engagement

- 9.1 A number of stakeholder meetings and conducted walks have been held since project inception in 2013, leading to the commissioning of a Conservation Statement report jointly funded by the North Edinburgh Neighbourhood Partnership and Historic Scotland in partnership with Edinburgh World Heritage.
- 9.2 Presentations have been made at various local community organisation events, including Neighbourhood Partnerships, Stockbridge Community Council, and Dean Village Association. The findings of the Conservation Statement, including participant feedback and a summary report, were also presented at a major public event in November 2015.
- 9.3 Subsequent discussions have been had with the City of Edinburgh Council, the City Centre Neighbourhood Partnership, Dean Village Association, Dean Gardens Association, Edinburgh World Heritage, Heritage Lottery Fund, Historic Scotland, Living Streets, Lothian and Edinburgh Green Spaces Trust, Inverleith Neighbourhood Partnership, National Galleries for Scotland, Royal Botanic Gardens Edinburgh, Scottish Environment Protection Agency, Scottish Natural Heritage, SPOKES, Abertay University, Stockbridge Community Council, SUSTRANS, the Water of Leith Conservation Trust, and West End Community Council.

10. Background reading/external references

- 10.1 Dean Valley Conservation Statement:
<http://www.gardenhistorysociety.org/post/agenda/valley-of-the-water-of-leith-between-stockbridge-and-dean-village-update-2015/>

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11. Links

Coalition Pledges	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 Priorities	CP9 An attractive city. CP12 A built environment to match our ambition.
Single Outcome Agreement	SO4 Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	None.

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Procurement of Major Events in Parks 2017 - 2019

Item number 7.8
Report number
Executive/routine
Wards

Executive Summary

On 12 January 2016, The Transport and Environment Committee approved the recommendation that consultation be carried out on proposals to extend the open procurement of events within Edinburgh's parks. The Committee requested that a report be brought back to Committee regarding the outcomes of this consultation.

This report details the results of the consultation and recommends the next stages of this process.

Links

Coalition Pledges [P15](#), [P24](#), [P31](#)
Council Priorities [CP6](#), [CP8](#)
Single Outcome Agreement [SO1](#)

Procurement of Major Events in Parks 2017 - 2019

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Notes the content of this report and the consultation feedback received through survey, workshops and correspondence;
 - 1.1.2 Agrees the number of days for the event period on the Meadows during August, as set out in paragraph 3.4.7.

2. Background

- 2.1 Twelve major events were held in five of Edinburgh's parks during 2015 and a review was carried out at the end of the events season. A report detailing the findings of this review was submitted to the [Transport and Environment Committee](#) on 12 January 2016.
- 2.2 This review incorporated the results of a pilot tender for a Fringe Festival event in The Meadows in August which was awarded to Underbelly.
- 2.3 Following the success of this pilot, the report proposed a consultation on the extension of the procurement process for a further three events in 2017. This was approved by Committee, and a further report detailing the outcome of this consultation was requested.
- 2.4 The pilot contract for The Meadows comes to an end this year. The intention is to re-tender this along with the three new parks event contracts for 2017 onwards. The proposed contract will cover:
 - 2.4.1 Inverleith Park, Cultural/Food/Beer/Wine Festival (August)
 - 2.4.2 The Meadows Fringe Event (August)
 - 2.4.3 Princes Street Gardens, Red Blaes Area Fringe Event (August)
 - 2.4.4 Princes Street Gardens, Red Blaes Area Cultural/Food/Beer/Wine Festival (October)

3. Main report

- 3.1 Consultation began in May 2016 when potential suppliers were invited to two workshops. 25 representatives attended on behalf of 21 suppliers giving their

feedback, ideas and highlight requirements from the supplier's perspective. The results of these sessions are detailed in Appendix 1. A presentation was also made to the South Central Neighbourhood Partnership in June, this detailed the draft specification and timescales of the procurement process for The Meadows event. The audience was informed that a public survey would be launched on the 15 June 2016 to which they were invited to take part.

- 3.2 This survey was sent to all the relevant community groups, Community Councils, Neighbourhood Partnerships, sports groups and the venue specific groups set up for regular event applications. The full results are detailed in Appendix 2. A total of 120 responses were received (from 106 individuals and 14 groups) and a summary of the proposed event for each park and the responses to each proposal are outlined below.

Inverleith Park

- 3.3 August, eight days (inclusive of set up and breakdown); a cultural event.

3.3.1 Is this the right type of event for the space?

66.7% agreed (14), 33.3% (7) disagreed

3.3.2 Is this the appropriate time of year for an event of this nature?

60.9% (14) agreed, 39.1% (9) disagreed

3.3.3 Is this is the correct length of time for an event of this nature?

61.9% (13) agreed, 38.1% (8) disagreed

The Meadows

- 3.4 August, 23 days or less (excluding set up and breakdown); an enclosed, ticketed venue for either a cultural event, concert or live performance.

3.4.1 Is this the right type of event for the space?

68.1% (49) agreed, 31.9% (23) disagreed

3.4.2 Is this the appropriate time of year for an event of this nature?

75.7% (53) agreed, 24.3% (17) disagreed

3.4.3 Is this the correct length of time for an event of this nature?

40% (28) agreed, 60% (42) disagreed

3.4.4 Additional views were sought regarding the number of days allowed for event set up and breakdown. Feedback from the supplier workshops indicated that some event organisers felt that the three days currently allocated either side of the event for set up and breakdown were inadequate, and that ideally these times would be extended. For the pilot contract additional days for set

up and breakdown of the event have been agreed post-contract award. However, off the 70 responses received from individuals in the community, the majority said that they were against any extension to current arrangements.

- 3.4.5 At the workshops suggestion was made that two shorter events might be considered at the Meadows to replace the current longer event planned during August. This was given consideration but through consultation with Parks officers it was agreed that additional set up and breakdown requirements may have detrimental impact on the event space.
- 3.4.6 It is apparent that there is disparity between the views of local stakeholders and potential suppliers. Local stakeholders would like a reduction in the event period including the set up and breakdown whereas some suppliers (including the incumbent) would like an extension. Officers have a duty to balance these views alongside environmental considerations and the Council's own events strategy (see 4.1).
- 3.4.7 By way of a compromise, it is therefore proposed that;
 - 3.4.7.1 three days set up and three days breakdown remains as part of the revised contract;
 - 3.4.7.2 that any additional days will not be included as part of the contract price paid but would be charged to the event organiser on a daily pro rata basis ((the effect of the minimum price that bidders have to meet for their tenders to be considered would result in the pro-rated charge being higher than the standard daily rental charge for events on the Meadows);
 - 3.4.7.3 that the number of additional days for set up and breakdown be limited to a maximum of four days.

Princes Street Gardens

- 3.5 Red Blaes Area; 4-28 August (inclusive of set up and breakdown); an enclosed, ticketed event; cultural/food/beer/wine festival.
 - 3.5.1 Is this the right type of event for the space?
46.7% (7) agreed, 53.3% (8) disagreed
 - 3.5.2 Is this the appropriate time of year for an event of this nature?
53.8% (7) agreed, 46.2% (6) disagreed
 - 3.5.3 Is this the correct length of time for an event of this nature?
46.2% (6) agreed, 53.8% (7) disagreed
- 3.6 Red Blaes Area - October, 10 days (inclusive of set up and breakdown). An enclosed ticketed event, cultural/food/beer/wine festival.
 - 3.6.1 Is this the right type of event for the space?

17.6% (3) agreed, 82.4% (14) disagreed

3.6.2 Is this the appropriate time of the year for an event of this nature?

33.3% (5) agreed, 66.7% (10) disagreed

3.6.3 Is this the correct length of time for an event of this nature?

21.4% (3) agreed, 78.6% (11) disagreed

- 3.7 The specifications for the two Princes Street Gardens events will need to take into account the proposed restoration project for the Ross Bandstand and the other elements including the Ross Fountain, as well as any proposed improvements to the Gardens. The Council will work with the Steering Group managing the proposals in order to facilitate this.
- 3.8 Following the survey consultees were invited to attend workshops to discuss and directly influence the individual site specifications. The details of these workshops can be found in Appendix 3. This feedback has been used to assist in drafting up the specifications for use in the tender documentation..
- 3.9 Potential community benefits were also explored at the event workshops and will be requested from bidders through procurement process and assessed as appropriate.
- 3.10 The timetable for the delivery can be seen in Appendix 4. The terms of the contracts will be three years, apart from Princes Street Gardens where contracts will be let on a 2 year contract with an option for one year extension.
- 3.11 The results of the survey and workshop consultation will be included in tender documentation and shared with bidders as part of the procurement process.

4. Measures of success

- 4.1 This proposal supports the new Events Strategy, approved by the Culture and Sport Committee on 31 May 2016 which, in turn supports the National Events Strategy, Scotland - The Perfect Stage. The vision of the Events Strategy is to promote Edinburgh as a vibrant, contemporary, international city; encouraging people to visit the city, live and invest in Edinburgh and to maximise the benefits for residents.
- 4.2 Commercial rental values are achieved for the venues.
- 4.3 The chosen events deliver added value for the city such as cultural, community and environmental benefits.

5. Financial impact

- 5.1 In 2014 (prior to the introduction of a contract through competitive procurement) the event held on the Meadows during August generated a rental of £15,400. The contract put in place for use of the Meadows over 2015/16 has generated in excess of £75,000.

- 5.2 Rental value for Inverleith in 2016 will be £4,875.00 and for Princes Street Gardens in October £7,480.00. It is anticipated that from 2017 there is the potential to generate an increase of over 30% on this income.
- 5.3 The fourth event scheduled to take place during the August Festival in Princes Street Gardens is a new event and is forecasted to generate between £10,000 and £12,000 per annum.
- 5.4 A gain share mechanism was in place for the pilot Meadows contract and this will be requested of bidders if deemed in the Council's best interests.
- 5.5 The desire for event income to be ring-fenced and invested directly into the park hosting events was raised by some consultees. Presently, events income in public parks is used to offset the revenue costs across the Parks, Greenspace and Cemeteries service therefore ring-fencing income for those parks hosting events will create a budget pressure and constrain the ability to address maintenance issues in the rest of the city's greenspaces.
- 5.6 At its meeting on 26 August 2014 the Transport and Environment Committee approved a report entitled 'Events in Edinburgh's Parks and Greenspaces'. The report included a proposal to tender space in the Meadows for an event to be held as part of the summer festivals in August. The report stated that the Council expected 'an increased financial return on use of this space' and that any additional income would be invested in the 'infrastructure, features, and facilities of the Meadows and Bruntsfield Links.' In 2015/16 an estimated £217,000 was invested in the Meadows on a range of improvements from upgrading footpaths to tree planting.

6. Risk, policy, compliance and governance impact

- 6.1 The Council will work closely with the successful bidders to ensure that any associated risks (for example, with regard to environmental or noise impact) will be mitigated.

7. Equalities impact

- 7.1 The tender process itself will be subject to an Equalities Impact Assessment
- 7.2 As part of the evaluation process, due regard will be given to any potential equalities issues that might arise from the individual event bids.
- 7.3 An Equalities Impact Assessment has been completed for events taking place in Edinburgh's parks.

8. Sustainability impact

- 8.1 The specifications for these contracts will be designed to minimise any adverse environmental impacts on the parks in question. This will include suitable arrangements for reinstatement bonds.

9. Consultation and engagement

- 9.1 Extensive consultation was undertaken with potential suppliers, local stakeholders and relevant internal service areas.
- 9.2 Mandatory consultation with the Event Planning Operations Group has been specified as a requirement of the contract.
- 9.3 The successful bidders will be obliged to engage with local community groups and other relevant groups throughout the planning and duration of the event.
- 9.4 Norman Springford has been consulted in relation to the project to refurbish West Princes Street Gardens and is aware of these proposals.

10. Background reading/external references

- 10.1 None

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11. Links

Coalition Pledges	P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors P24 - Maintain and embrace support for our world-famous festivals and events P31 - Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure
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Council Priorities	CP6 - A creative, cultural capital CP8 - A vibrant, sustainable local economy
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1 - Results of Supplier Consultation Appendix 2 - Results of Public Consultation Appendix 3 - Feedback from Specification Workshops Appendix 4 - Timetable for Procurement Process



**Contract for Delivering of Major Events on Park and Greenspace
Major Event**

Supplier Engagement Meetings – Q&A

Supplier Questions and City of Edinburgh's Responses

May 2016

1) How do we anticipate sponsorship working out?

- a) The City of Edinburgh Council does not intend to sponsor any events included in the proposed tender. The City of Edinburgh Council will reserve the right to seek sponsorship and a proportion of possible advertising space available for each event. In the proposed tender, we intend to seek evidence of your own experience in obtaining sponsorships or developing revenue generating promotional partnerships.

2) What do we class as a 'Major Event'?

- a) A Major Event does not have a rigid classification as stipulated through the events manifesto. However, a Major Event is described as one which is significant in terms of footfall/attendance, physical footprint, duration, or profile.

3) With regard to the event at the Meadows – Is the limit of space only 4,647m²?

- **“This may be too small for a large concert event”**

- a) Whilst the designated area for this event, in this location may be subject to change, it is unlikely to increase significantly and so this should provide a suitable estimate. In the accompanying questionnaire, we have asked for your feedback in terms of the minimum area you would consider to qualify a bid for a Major Event.

4) Can we provide the footfall for the previous events?

- a) Yes – the footfall for previous events is included within the information pack.

5) What is the capacity for each event?

- a) This information will be included in the tender specification - an indication of the footfall capacity will be provided. You may want to state your assumptions regarding the capacity for your proposed event in your eventual tender response as well.

6) How much support will be provided by the Council?

- **Is this a commercial partnership or a civic partnership?**

- a) This is a commercial partnership. The Council does not have capacity to provide significant support, financial or logistical, to the successful bidder.

7) Are these sites available throughout the year?

- a) The sites of the Meadows, West Princes Street Park Blaize area and Inverleith Park are available for event applications throughout the calendar year. Each site apart from the Red Blaize area is limited to the number of Major Events they can hold per year. This information is in the Edinburgh Parks Events Manifesto.

8) Are there a limited number of events at each site?

- **Can the visibility of the whole events calendar be provided?**
- **Can the events manifesto be provided?**
- **Will the number of allowed events increase at any of the sites to accommodate the events listed under this Major Events Tender?**

a) There are limits on the number of events that can be held at the Meadows and Inverleith Park, and the events listed under this Major Events Tender are included within these limits. The events manifesto will be circulated with the information pack, and the events calendar will be published in the tender.

9) Who will make the decision on the successful bids?

a) An evaluation panel will score the bids on quality and price. Representatives from stakeholder groups such as Parks and Greenspace will form part of this panel. A recommendation is then made to the Finance and Resource Committee who approves the award of the contract to the successful bidder. The details of the individual bids are not disclosed upon completion of the process. The evaluation criteria will be released with the official tender.

10) Why is this falling under the remit of the procurement department?

a) The Commercial and Procurement Service's objective is not only to reduce costs through procurement activities but also look at opportunities to generate (increased) income through revenue generating opportunities.

11) Are the previous bids available publicly?

a) No – this is confidential information and so is not available publicly.

12) Will subcontractors still be required to be verified through European Single Procurement Document (ESPD) process even if they have all the ISO qualification and certifications?

a) Yes, all subcontractors will be required to complete the ESPD. Bidders may not be able to provide them at the time of the tender but they will be required by the contract commencement date.

13) Will licenses be required for independent suppliers for e.g. food and drink suppliers?

a) Within the specification there will be a clear description of who will be responsible for applying for licenses and who will be responsible for ensuring compliance with the terms of the license.

14) Do any of these sites have other events/vendors in place throughout the year?

a) Each site has a programme of events that occur throughout the year. More information will be provided with in the specification in the tender.

- 15) Would the Council consider tender responses in presentation format?**
- a) The Council does not usually accept tender responses in this format as the evaluation must be performed on merit and must be fully objective. However in these circumstances this will be reviewed. If it is decided to include a presentation within the tender evaluation process, this will be clearly defined and an evaluation matrix attached.
- 16) Will intellectual property be protected under the tender process if included in a bid?**
- a) The evaluation process is fully confidential, and all members of the evaluation panel will be required to sign a confidentiality agreement to reinforce this. The Council understands that this is of paramount importance and takes this matter very seriously.
- 17) Can the Council provide the commercial details for previous bids for existing sites?**
- a) The Council are unable to provide the commercial details for previous winning bids for the existing sites as this is confidential information.
- 18) What is the contract term?**
- **“It may be difficult to have 1+1+1 due to planning programme of events in advance”**
 - **At what point in the year would the Council confirm whether the supplier is allowed to continue for next term period?**
- a) This question will feature in the questionnaire that will be included in this pack; the Council would like you to indicate what would be the most viable options for you. After the events it has become evident that each lot may have different approach to the 3 year period. The Council values your views on these points.
- 19) What is the definition of Gross Profit?**
- a) A clear definition of Gross Profit will be included in the specification and in the terms and conditions.
- 20) Will allowance be made in the tender evaluation for the previous events providers (who have the competitive advantage)?**
- a) Legal advice will be sought regarding this matter and the tender instructions with regarding the evaluation will include any allowances.
- 21) Are utility costs to be included in the rental cost or provided as a separate cost?**
- **Could the previous utility costs for previous events be provided?**
- a) Utility Costs will be considered as additional costs and are not included in the rent of the site The information on previous utility costs are provided in the information pack.

22) Who are you going to be publishing the contract notice to?

- a) The notice will be published on Public Contracts Scotland as required through this process. This will mean that it will be publicly available and open to suppliers who have not attended the supplier engagement meetings.

23) Can these events be changed to other dates outside the remit of this tender?

- **If the current event were to be held at a different date within the month then would this still be subject to the tender process?**

- a) If one of these events were to be held in this location during the month that it currently is held then the tendering processing will apply. The dates shown are indicative based on the information available. Essentially the venue will not be available outside the tender process for these advertised months/dates.

The dates for events that are linked with the fringe will be subject to change on an annual basis to co-inside with period of the Festival

24) If someone wants to do a similar type event, are they able to 'out-compete' current provider?

- a) Under the procurement rules for open competition it is a possibility that if a Tenderers wishes to submit a bid for a similar event to the current event.

Please note that bids will be evaluated on both Price and Quality. The Council will evaluation to identify the most economically advantageous tender, not on the highest price only.

Delivery of major events in public parks from 2017

Are you completing this survey:		
Answer Options	Response Percent	Response Count
As a member of the public	88.3%	106
On behalf of an organisation (Please tell us which organisation)	11.7%	14

On behalf of an organisation (Please tell us which organisation)
NTBCC
FoMBL
FoMBL
Meadows
Meadows
Southside Community Council
Edinburgh Northern RFC
Old Town Community Council
Edinburgh City Youth Cafe
FCI
Inverleith petanque club ,Inverleith park ,edin
FOMBL and GREENING OUR STREET
Friends of the Meadows & Bruntsfield Links
East of Scotland Cricket Association

Gender		
Answer Options	Response Percent	Response Count
Male	43.0%	34
Female	57.0%	45
Transgender	0.0%	0

Age		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-44	27.2%	22
45-64	42.0%	34
65+	30.9%	25

Specification Workshops - Feedback Lothian Chambers Tuesday 5 July 2016

The Meadows

Stakeholder Group

- Community Councils
- FOMBL

Results of Community Consultation

- Requested greater number of Park Rangers/council staff on site during the event.
- Direct Investment of revenue earned back into The Meadows.
- Potential suppliers carry out survey monkey to local residents regarding their proposed event?
- Share survey result with local residents?
- Could a representative from the Community Council sit on the evaluation panel?
- Suppliers must stick to contract dates.
- No vehicles should be permitted on the grass.
- There should be a maximum vehicle weight imposed.
- Suggest that any equipment/supplies be hand balled on to the site
- Two separate events of 15 days (inclusive of set up and breakdown) with 2 weeks recovery time in between?
- Opening times – last year ok
- Clear definition of a “light vehicle”
- Professional advice ref re-turfing over new drainage area?
- Designate approved access routes
- Upgrade new access path?
- Integration with George Sq event
- Translucent tracking – improves condition of grass
- Provision to cope with bad weather, contingency planning
- Contractor/supplier responsibility ref litter management around the event
- Community input into re-instatement requirements
- Re-instatement not suitable for repair damage
- Re-examine profit share terms
- Delete onsite/offsite “get out clause”
- Maintenance of toilets
- Sewerage management
- Changing wording to “by instruction from CEC”
- More specific about neighbourhood satisfaction
- Named CEC person – not on leave!

How could community consultation be improved?

- Not sent out during July (Trades fortnight) and more time given to respond
- Representation
- Electronic communication – via Mags Campbell (CEC)
- Letters – extend the distribution area

- CEC website
- Share details of suppliers
- Notice boards on The Meadows
- Emergency contact number advertised on website (24Hr)
- Community representation on Events Planning Operations Group

Suggestions for Community Benefits

- Funding for art installations
- Donations to local charity
- Support to local community events
- Wider litter management
- Care homes/hospital performance
- Trees
- Park rangers
- Use of site/premises for local groups

Further Correspondence received following the workshop:

1. Length of event

The main problem unfortunately remains, since the meeting took for granted that the current arrangements for putting the Meadows 'events site' out to tender would broadly continue for at least the next three years. This runs counter to the representations that Friends of the Meadows have been making consistently for many years, that the Meadows should be treated in the same way as all other Edinburgh parks except Princes Street Gardens, which is a special case, and that **no event should last more than 15 days including set up and take down**. I note that in 2014 the Council's own public consultation exercise found that the majority of respondents, i.e. 75 out of 88, considered four weeks for an event to be too long. But the Transport and Environment Committee nevertheless went against the findings of their own consultation. This kind of action is very discouraging for those of us who believe in democracy and who work hard to sustain and improve the Meadows with our voluntary work.

2. Type of event

Larger and longer events, involving heavy plant, we suggest should be offered hard standing or brownfield sites: the Ladyboys of Bangkok managed to find a suitable site last year, and no doubt Underbelly could do the same. As I mentioned in the meeting, the Meadows site has still not recovered from last year's event, in spite of the best efforts of the Parks staff.

Another event like last year's will only make things even worse. I think it is very important for all Council staff involved in these discussions to have a look at the site itself so that they are fully aware of all the issues involved.

3. Revenue from events

It is also important that any revenue from events should be ploughed back into the Meadows, and not dispersed into a general 'Parks' account, or more widely. You have had from Philip McDowell the details of the minute where this was agreed by the Council. We are already desperately short of Park Rangers, who are needed more than ever during the summer when barbecues are leaving hundreds of burnt patches on the grass. Barbecues caused 52 Fire Service call-outs to the Meadows and Links during the first six months of this year, and the real 'season' is still to come. During the Festival, Park Rangers are required even more urgently. At the moment their number is actually being cut, and already one Saturday in four has no Park Ranger on duty, which means that our voluntary group that turns out on a Saturday morning has to work without their support. Even when they are on

duty, the evenings are not covered, and this is when the anti-social behaviour is at its worst. Additional revenue really should be ploughed back into Council Parks services.

4. Marketing strategy

It was in fact ourselves who suggested that events on the Meadows should pay a market rent, and the bidding strategy has certainly improved the revenue from events, which was only £450 a night before the system changed. However, we suggest that revenue could actually be increased even more if our plea for a restriction to 15 days for all events were agreed. This would then make it possible for two shorter events to take place over the Festival period, with a chance for the grass to recover between events, and **the total revenue to be increased**. Ideally there should be at least a fortnight between events: but the Fringe in any case lasts longer than the International Arts Festival (5-29 August). There is a case for Fringe events to begin earlier, in July, while the schools are still on holiday, as Charlie Wood himself suggested to me last year.

As I mentioned in the meeting, the rates for residential caravans and tents at Mortonhall Caravan Park (i.e. £28 a night per tent or caravan during the peak season) will give you an idea of what could be charged in a prime site in central Edinburgh. Mortonhall is out of town: how much more valuable is a site on the Meadows? And NB at Mortonhall campers with tents may not occupy a site for more than a week: after that they have to move on to give the grass a chance to recover. We know that 15 days is the absolute maximum that grass can take before it is actually killed and has to be turfing or reseeded.

The other half of the official 'events' site is currently occupied by the John Evans Funfair. Do they pay a market rent? Do they bid for the site? Could more revenue be raised? We surely need a level playing field for all.

5. Adherence to contracts

It is simply absurd for large commercial companies to plead Acts of God or whatever to change the contract for length of stay in their favour. Currently the Underbelly has managed to get two extra days without any adverse circumstances being apparent (last year it was four days). Will the Council be similarly supine next year? In any case, if (for example) inclement weather causes problems, surely this is taken care of by the applicant's own insurance. The Council really must make sure that the original contract is adhered to.

6. FOMBL's new responsibility

With the demise of MABLAG, which was decreed by the South Central Neighbourhood Partnership without prior consultation with us, Friends of the Meadows and Bruntsfield Links now seem to have the responsibility of representing the interests of community councils surrounding the Meadows as well as voicing those matters that have been brought to our attention through our own members. We have invited the former CC members of MABLAG to a meeting on 1st August, replacing the meeting originally scheduled for MABLAG, to hear their views on how best we can do this. We should be glad if our new responsibility could be taken seriously by the Council, and our voices heard, particularly in the matter of the length of events on the Meadows.

7. Treatment of grass

While I have the greatest respect for Mike Shields, and I know that he has done his level best to restore the site, I should like to suggest that further expert advice is taken on the matter of the possibility of re-turfing damaged grass. I understand that at the moment only re-seeding is done because of the nature of the sub-structure that was installed with the improved drainage. I should be interested to know if re-turfing could be considered: a second expert opinion might be sought. Again, Charlie Wood himself suggested re-turfing: I had to tell him that current advice was against it.

8. It might be possible, perhaps, to find an alternative site for a second (shorter) event on the Meadows, further to the east, which would not interfere with sporting activities. I will try to explore this further during the coming week. This would surely increase the revenue while not extending the dates outside the Festival period. Both events should of course not exceed 15 days including set-up and take-down. At the moment the Evans Funfair only lasts a fortnight, and the grass recovers quickly after they have gone. As I said before, we really do need to keep all events to 15 days maximum.

9. Although I believe it was decided some time ago that the advertising drums on the Meadows were to be removed, they are in fact still there. What was the decision, please? If they are to remain, would this not be an extra source of revenue? I understand that CCP pay nothing at the moment, whereas they obviously must collect something from the advertisers, which should be passed on to the Council (after deduction of a suitable agency fee) for the benefit of the Meadows.

10. Revenue

We said that there had been a promise that increased revenue resulting from the tendering process would be spent on the Meadows and Bruntsfield Links. At its meeting on 26th August 2014, the Transport and Environment committee of the City of Edinburgh Council received a report on Events in Edinburgh's Parks and Greenspaces, (Item no 7.10). The report reviewed the Edinburgh Parks Events Manifesto and made some recommendations for changes. Among these changes was the introduction of a tendering process for Festival events on the Meadows. Paragraph 3.49 (b) states "space in the Meadows is tendered during the August summer festivals...", and 3.49 (c) states "The Council will expect an increased financial return on use of this space, and will invest any additional income secured into the infrastructure, features and facilities of the Meadows and Bruntsfield Links".

The minutes of the meeting state that this paragraph was debated and a proposal made to delete these paragraphs. This was defeated as only 2 of the committee members were in favour of it. The minutes make it clear that all the recommended changes to the Edinburgh Parks Events Manifesto should be approved.

Inverleith/Princes Street Gardens

Stakeholder Group

- Community councils – Newtown/ Stockbridge

Results of Community Consultation

- Parks are a community asset – prioritise applications commercial vs community
- PSG
 - Very special garden
 - Original intention of gardens?
 - Conflict of interest?
 - Family friendly beer festival?
- Overuse of west PSG
- Traffic management
- Parking
- Marshalls/stewards
- Contingency planning for bad weather
- Holistic view of impact on community/venue
- Noise – no loud music
- Times – opening & closing – 10pm
- Detracting from No 1 asset

Appendix 3
Local Community Specification Workshop Feedback

- Designated access in agreement with CEC
- Public transport – promote
- Waste management/recycling
- Specify sub-contractors
- Litter management – encourage litter picking across wider area
- Enforcement key
- Re-instatement key } Measures?

Community Benefits

- Cleanups
- Local interests
- Donation to local charities/initiatives
- Surplus food/drink donated to food banks
- Revenue earned goes directly to the park/venue

How could community consultation be improved?

- Engage with all Community Councils:
 - Newtown/Broughton Street
 - Tollcross
 - Inverleith
- Engage with Friends of Parks Groups

Further Correspondence received following the workshop:

I have consulted the committee of the Friends of Inverleith Park on the proposals to put an event out to tender for a number of days in August which you anticipate will be an event such as Foodies or something similar.

You asked about the closing time for the event and 10pm was suggested. We think this is too late for the quiet residential area around the park and we suggest it be kept as it has been over the last few years.

We would re-iterate that the main problems with the event have stemmed from the management of the traffic which although improved over the first year could certainly be improved further. There have also been complaints about loud music and drunken behaviour from some participants. We think these can be prevented by tightening the conditions for the organisers and making sure the organiser has more marshals in place to ensure that people keep to the rules.

We note that you intend to lay down more stringent proposals for the amount of care required to protect the grass which could be easily ruined if the weather was bad and also if the event gets too big. This is very important as the pitches could be ruined for months to come after such an event if the weather is wet.

It is a very popular event and I am told that it has been so popular that sometimes people with tickets cannot get in as tickets are sold in advance online. We want it to be successful and we think the right conditions laid down by the Council will be crucial so that it doesn't get out of hand. We are glad to see that a more realistic charge will be made taking a percentage of the profits from the event and we would like some of this to come back to the park to improve it.

Appendix 3
Local Community Specification Workshop Feedback

Thank you for your work on this we hope that the result will be a successful Foodies-type event but better organised with some return which will improve Inverleith Park itself. We would like to see your final draft for Inverleith Park Events before it is finalised.

Tender Stage	Activity	No of Days	Start Date	Deadline
Pre-Tender	Meet with all stakeholders in	9	06 January 2016	15 January 2016
	Create Procurement Timescales	27	22 December 2015	18 January 2016
	Draft up Procurement Plan	113	28 December 2015	19 April 2016
	Finalise Procurement Plan	22	20 April 2016	12 May 2016
	Approval of Procurement Plan	3	13 May 2016	16 May 2016
	Creation of Consultation document	7	12 May 2016	19 May 2016
	Issue consultation document	1	19 May 2016	20 May 2016
	Period of Consultation	50	20 May 2016	09 July 2016
	Prepare for Market Engagement	8	10 May 2016	18 May 2016
	Period of Market Engagement	5	19 May 2016	24 May 2016
	Create Specification	77	18 April 2016	20 August 2016
	Creation of Tender documentation	77	18 April 2016	20 August 2016
	Creation of Contract/lease	77	18 April 2016	20 August 2016
	Create project on PCS Tender	3	26 August 2016	29 August 2016
Tender	Approval to publish tender	1	30 August 2016	30 August 2016
	Publish tender	31	31 August 2016	03 October 2016
	Deadline for Clarification Questions	15	31 August 2016	15 September 2016
	Receive tender submissions			03 October 2016
	Evaluation of tenders	21	03 October 2016	24 October 2016
	Consensus meeting	1		25 October 2016
	Create Report To Approval To Award Contract Report	3	29 August 2016	01 September 2016
	Approval from Category Manager	4	20 November 2016	24 November 2016
	Approval to Award Tenders Directorate level	2	24 November 2016	27 November 2016
	Approval to Award tenders by Finance Committee	15	28 November 2016	19 January 2017
	Award of Contract	Inform Successful/ Unsuccessful bids	10	20 January 2017
Issue contract		7	31 January 2017	07 February 2017
Contract Signature		1		08 February 2017

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020

Item number	7.9
Report number	
Executive/routine	
Wards	All

Executive summary

Following committee approval of [Resilient Edinburgh Climate Change Adaptation Framework 2014-2020](#) in October 2014, an adaptation action plan has been developed, setting out in detail how the city will deal with the impacts of, and build resilience to, a changing climate.

The Action Plan has been developed in partnership with the Edinburgh Sustainable Development Partnership, Adaptation Scotland and key stakeholders across the city.

This report seeks committee approval for the Council owned actions in the Plan. A Vision for a Climate Ready Edinburgh has also been developed. This report seeks committee endorsement of the citywide Action Plan and Vision.

The Action Plan and Vision are appended.

The Council is a member of the EU Mayors Adapt programme. The development of Edinburgh Adapts helps the Council to meet its obligations under this initiative.

Links

Coalition pledges	P28, P31, P40, P40, P48, P50,
Council outcomes	CO8, CO9, CO10, CO15, CO16, CO19
Single Outcome Agreement	SO1, SO4

Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020

Recommendations

- 1.1 To approve the actions owned by the Council in the Action Plan.
- 1.2 To endorse the citywide Action Plan and Vision for a Climate-Ready Edinburgh.
- 1.3 To note the establishment of an Edinburgh Adapts Steering Group to provide governance for and take adaptation forward in the city.
- 1.4 To note the recommendations and actions of the Edinburgh Urban Design Panel.
- 1.5 To note progress on Edinburgh's participation in the EU Mayors Adapt initiative.

Background

- 2.1 The Climate Change (Scotland) Act 2009 created a framework for both mitigating and adapting to climate change. The Act put in place requirements to prepare Scotland for climate change and adapt to its impacts.
- 2.2 Climate change adaptation is about building resilience to the unavoidable consequences of a changing climate, through identifying impacts, minimising the negative effects and responding appropriately. The effects of a changing climate on Edinburgh will vary depending on the severity of global warming but even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant.
- 2.3 A key commitment of the Resilient Edinburgh Framework was the development of an Action Plan to effectively implement the Framework and ensure that Edinburgh continues to be a climate-resilient city.
- 2.4 Development of the Edinburgh Adapts Action Plan is a key priority for the Edinburgh Sustainable Development Partnership (ESDP). The ESDP, Adaptation Scotland and key stakeholders across the city have worked in partnership to develop the Action Plan and Vision.

Main report

- 3.1 The Resilient Edinburgh Climate Change Adaptation Framework is the Edinburgh Sustainable Development Partnership's (ESDP) commitment to taking a strategic approach to increasing the city's resilience to the impacts of climate change. To address the priorities identified in Resilient Edinburgh, Adaptation Scotland worked with the ESDP and citywide stakeholders to co-produce an adaptation action plan for the city called Edinburgh Adapts.

- 3.2 An introductory workshop, three sector specific workshops on the themes of Natural Environment, the Built Environment and Infrastructure, and Society and Economy and a final consolidation workshop were held between August 2015 and February 2016. These provided the opportunity for over fifty citywide stakeholders to identify and validate strategic adaptation actions in partnership, and develop a vision for a Climate Ready Edinburgh. In addition to sectoral actions, key actions relating to governance, communication and monitoring were also considered.
- 3.3 Presentations of Edinburgh Adapts were given to the Edinburgh Urban Design Panel (EUDP), Edinburgh Development Forum, Scottish Green Infrastructure Forum, Edinburgh Biodiversity Partnership and to a United Nations House Climate Change Conference on Global Challenges, Local Solutions.
- 3.4 The Action Plan is themed into five sections on:
- Governance,
 - Natural Environment and Greenspace,
 - The Built Environment and Infrastructure,
 - Flood Prevention; and
 - Society and Economy.

All the themes are inter-linked and try to capture a whole city approach to adaptation. However there will be gaps, which will be addressed as the Action Plan progresses.

- 3.5 Appendix 1 contains the draft Edinburgh Adapts Action Plan 2016-2020. The Plan demonstrates the breadth of partnership activities to be delivered to ensure the city remains climate resilient. This includes working with the Edinburgh Biodiversity Partnership to develop adaptation actions for both the [Edinburgh Biodiversity Action Plan 2016-18](#) and Edinburgh Adapts.
- 3.6 The Edinburgh Adapts action plan is the start of an in-depth, long-term engagement process to make Edinburgh climate resilient. The ESDP (December 2015) approved the establishment of a dedicated adaptation steering group to ensure that:
- adaptation becomes embedded in the city,
 - actions currently identified are implemented, and
 - new partnership actions are worked up for inclusion in annual updates of the action plan.

The Steering Group met for the first time on 23 March 2016. The Group's remit and terms of reference have been agreed and the Climate Change Manager, RBGE is the Group Chair. The Terms of Reference and membership of the Steering Group are in Appendix 3.

- 3.6 A vision for a Climate Ready Edinburgh has been developed in conjunction with the Action Plan. The vision shows what a well adapted Edinburgh may look like in 2025 and in 2050. Appendix 2 contains the Vision.
- 3.7 An official launch of the Action Plan and Vision is planned for later in the year. The Action Plan will be available as a web based document on the Council and partner websites.

On 27 April, a presentation of Edinburgh Adapts was given to the Edinburgh Urban Design Panel (EUDP) as part of the development of the Action Plan. The report giving the Panel's recommendations is attached in Appendix 4.

- 3.8 The Council is a member of the EU Mayors Adapt programme. As a signatory Edinburgh is able to promote its work on climate resilience through a network of Adapt peer cities and learn from other European cities which are facing similar challenges. EU Mayors Adapt commits European cities to developing a climate change adaptation strategy and/or fully integrating adaptation into relevant existing plans. The development of this Action Plan helps the Council to meet its obligations under EU Mayors Adapt.
- 3.9 In May, as part of the EU Mayors Adapt Twinning initiative, the Council participated in a tripartite exchange with Glasgow and Stockholm. The peer-to-peer exchange visit centred on governance of adaptation and flood prevention, and included a 'walk and talk' visit to Edinburgh's exemplar Braid Burn flood defences.

Measures of success

- 4.1 Completion of the Council's statutory annual 'Public Duties' obligations.
- 4.2 Publication of Edinburgh Adapts Climate Change Action Plan for the city and a vision for a Climate-Ready Edinburgh.
- 4.3 Establishment and effective working of an Edinburgh Adapts Steering Group to take adaptation forward in the city.
- 4.4 Publication of an annual update on adaptation activities and progress in line with mandatory reporting requirements. This will include effective monitoring of climate change adaptation in the city, through development of effective indicators. Measuring adaptation is a complex policy issue and we will continue to monitor EU, UK and Scottish Government, and academic research to inform our practice, and work with our partners to improve our approach.

Financial impact

- 5.1 It is anticipated that the Edinburgh Adapts action plan will contain actions aimed at minimising the potential impacts of a changing local climate on the city.

Risk, policy, compliance and governance impact

- 6.1 Effective ownership and governance of the actions contained in the Edinburgh Adapts action plan will be essential for their delivery.
- 6.2 Stakeholders must be fully engaged in the Edinburgh Adapts action plan, its monitoring and delivery.

Equalities impact

- 7.1 Climate Change may have a disproportionately negative impact on the most vulnerable in local communities. The Edinburgh Adapts action plan contains actions aimed at alleviating the climate risks posed to the most vulnerable.

Sustainability impact

- 8.1 The Edinburgh Adapts action plan will support compliance with Public Bodies Duties.
- 8.2 There will be positive sustainability impacts arising from the Edinburgh Adapts action plan insofar as it directly seeks to ensure Edinburgh is a city well-adapted to a changing climate.
- 8.3 A pre-screening report has been submitted to the Strategic Environmental Assessment (SEA) Gateway at the Scottish Government.

Consultation and engagement

- 9.1 The Edinburgh Adapts action plan has been prepared following extensive consultation and engagement with over fifty stakeholders across the Council and city. Stakeholders include statutory agencies, conservation and research organisations, academic bodies, voluntary groups, individuals and Council Service Areas. In addition a number of face-to-face meetings have been held, and presentations to various groups, including the Edinburgh Urban Design Panel, the Edinburgh Development Forum and the Scottish Green Infrastructure Forum, have been given.

Background reading/external references

[Sustainable Edinburgh 2020](#)

[Resilient Edinburgh Climate Change Adaptation Framework 2014-2020](#)

[Edinburgh Biodiversity Action Plan 2016-18](#)

Andrew Kerr

Chief Executive

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Links

Coalition pledges	<p>P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City</p> <p>P31 – Maintain our city’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure</p> <p>P40 – Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage</p> <p>P48 – Use Green Flag and other strategies to preserve our green spaces</p> <p>P50 – Meet greenhouse gas targets, including the national target of 42% by 2020</p>
Council outcomes	<p>CO8 – Edinburgh’s economy creates and sustains job opportunities</p> <p>CO9 – Edinburgh residents are able to access job opportunities</p> <p>CO10 – Improved health and reduced inequalities</p> <p>CO15 – The public is protected</p> <p>CO16 – Well-housed – People live in a good quality home that is affordable and meets their needs in a well managed Neighbourhood</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
Single Outcome Agreement	<p>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

1. Draft Edinburgh Adapts Action Plan
2. Draft Climate Ready Edinburgh Vision Statement
3. Steering Group Terms of Reference and membership
4. Edinburgh Urban Design Panel report

An aerial photograph of Edinburgh, Scotland, showing a dense urban landscape with numerous buildings, streets, and green spaces. The image is overlaid with a semi-transparent green filter. In the foreground, a large, light-colored building with a prominent dome and spire is visible, surrounded by lush green trees. The background shows the city extending to the hills, with a large building featuring a green dome on the right side.

Appendix 1

Edinburgh Adapts

Climate Change Adaptation Action Plan 2016-2020



EDINBURGH WORLD HERITAGE

Adaptation Scotland
supporting climate change resilience



HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA



Scottish Natural Heritage
All of nature for all of Scotland



Royal Botanic Garden Edinburgh





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Foreword

Councillor Lesley Hinds

Chair of the Edinburgh Sustainable Development Partnership



Climate change is already happening. While working to reduce the causes, one of the key priorities for the city is to prepare for the unavoidable impacts of climate change over the coming decades.

This Action Plan will help us develop a better and more informed understanding of these impacts, and what we need to do to alleviate them. Not only will this help us achieve our vision of a climate ready Edinburgh, but by adapting we can also help the city to become a greener, healthier, safer and better place to live.

The Edinburgh Sustainable Development Partnership, Adaptation Scotland and over fifty organisations across the city have contributed to the development of this Action Plan. Dealing with the consequences of climate change is a citywide issue. We can only hope to tackle this by working together, in partnership, with our communities, businesses and public agencies.

This is only the beginning of a long-term process. Much still needs to be done but by producing this Action Plan we have started out on the journey of ensuring Edinburgh remains a resilient city.

A handwritten signature in black ink that reads "Lesley Hinds".

Councillor Lesley Hinds, City of Edinburgh Council

Ruth Monfries

Chair of the Edinburgh Adapts Steering Group



All of us have seen the evidence of Scotland's climate changing. Over the last century our climate has warmed, rainfall patterns have changed, sea levels have risen and extreme weather events are on the increase.

For example, at the Royal Botanic Garden Edinburgh staff are already adapting to climate uncertainty – dealing with floods, unseasonable temperatures and high winds.

Edinburgh Adapts brings together a diverse group of organisations from across the city, a cross-section of which are represented on the Steering Group. This Action Plan sets out how we are working collaboratively to help Edinburgh meet the challenges of a changing climate now and in the future.

Raising awareness of the impacts of climate change and sharing knowledge between organisations and sectors can help us better manage the risks while realising the opportunities in being well prepared, helping us ensure that a climate ready Edinburgh remains a great place to live, work and visit.

A handwritten signature in black ink that reads "Ruth Monfries".

Ruth Monfries, Royal Botanic Gardens Edinburgh

Introduction

The [Climate Change \(Scotland\) Act 2009](#) created a framework for both mitigating and adapting to climate change. The Act put in place requirements to prepare Scotland for climate change and to adapt to its impacts.

The first statutory [Scottish Climate Change Adaptation Programme](#) was published in May 2014.

While working to reduce the causes of climate change, Edinburgh also needs to prepare for the unavoidable impacts of a changing climate over the coming decades.

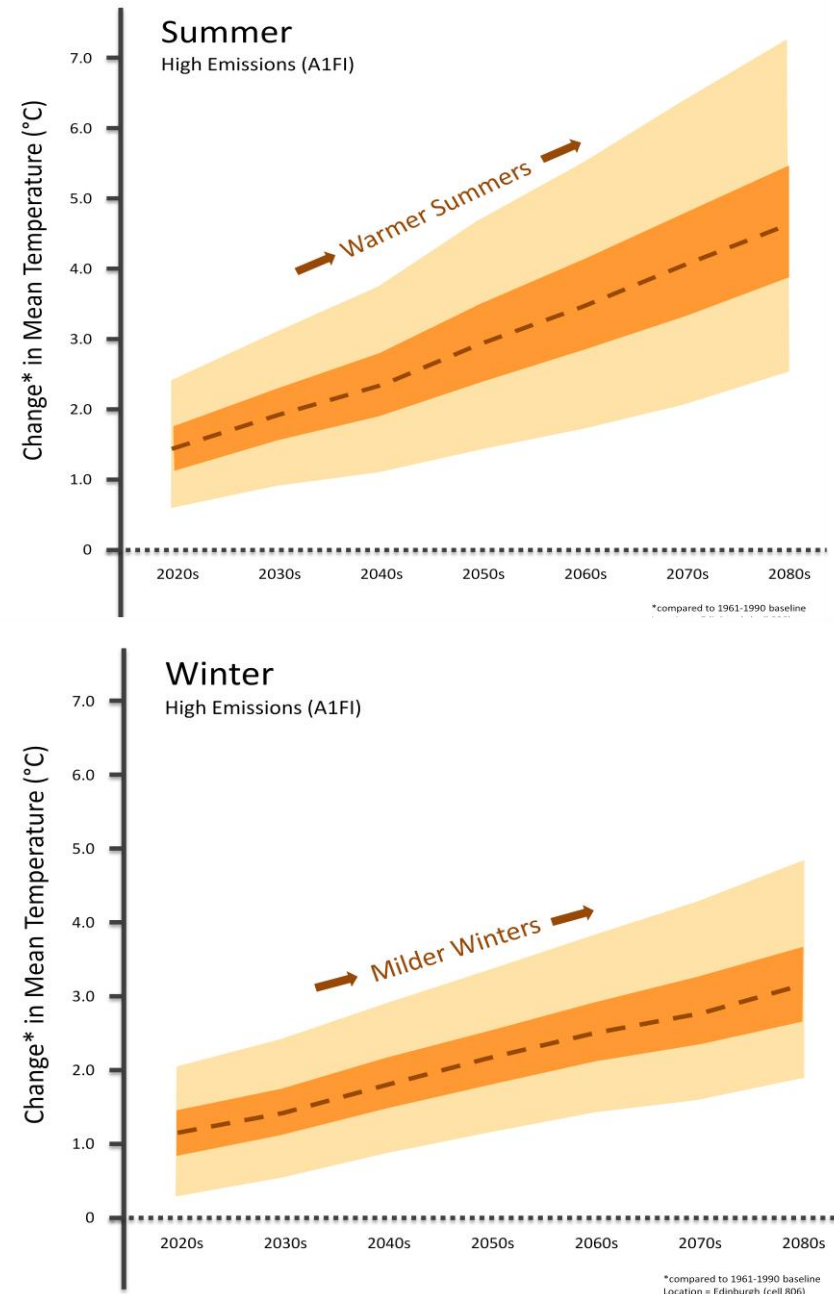
The climate in the East of Scotland is set to get warmer and wetter, increasing the risk of storms, flooding and the potential for extended periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East Scotland coast.

If there continues to be a discharge of medium to high amounts of greenhouse gases into the atmosphere then in the East of Scotland it is possible that by 2050¹:

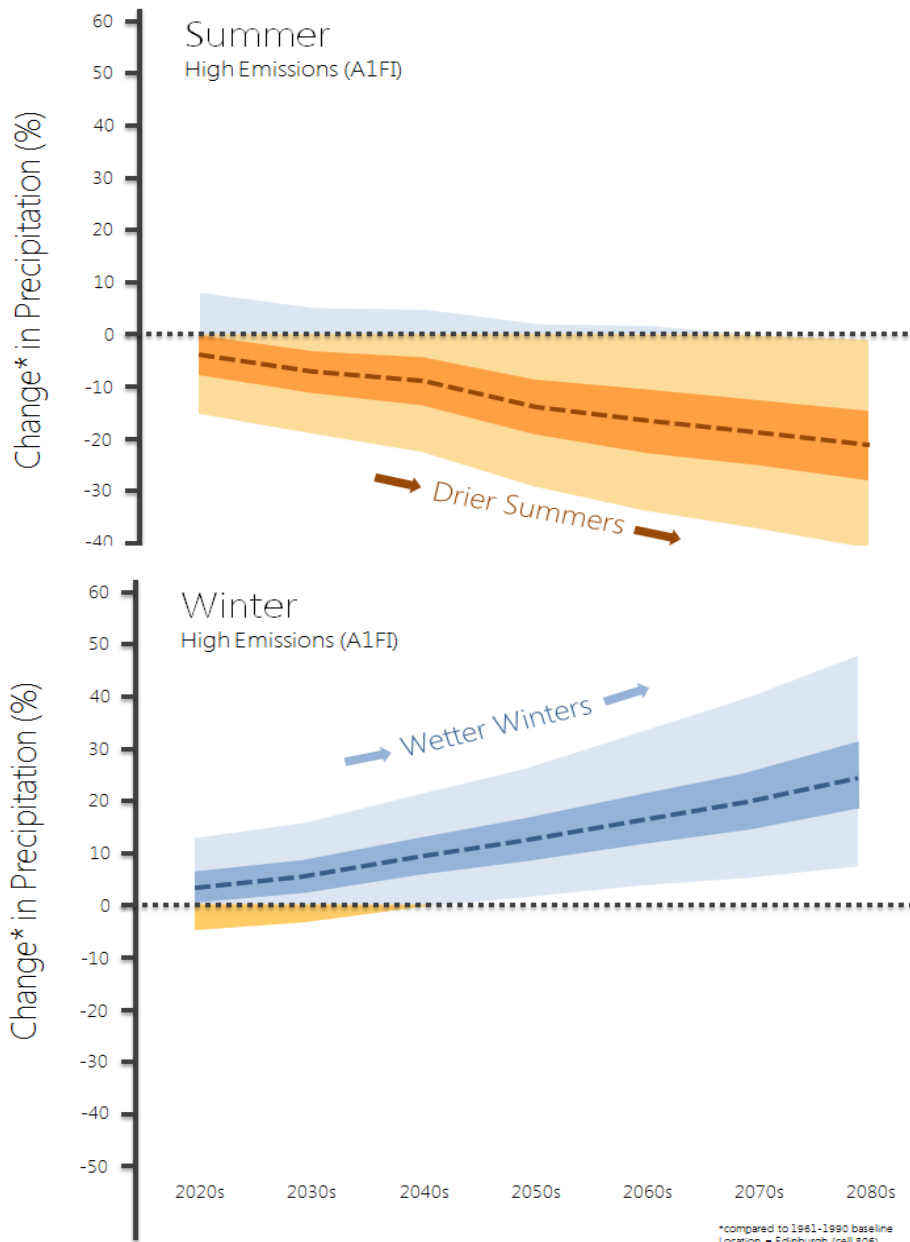
- Average temperatures will increase in all seasons (**H**), with the greatest increase in summer (**M**). What is considered a heatwave or extremely hot summer today will occur more frequently in future (**M**).

¹ Assessment of 'Overall Confidence' in scientific evidence for individual statements: High (**H**), Medium (**M**) and Low (**L**). Note: in preparation by CXC and Adaptation Scotland, methodology to be similar LWEC Climate Impact Report Cards.

Edinburgh Adapts Climate Change Adaptation Action Plan 2016-2020



Introduction



- Rainfall is projected to become more seasonal, with an increase in average winter and autumn rainfall (**M**). Average summer rainfall may decrease (**L**). Heavy rainfall events may occur more frequently in winter, spring, and autumn (**M**). An increase in summer heavy rainfall events is uncertain (**L**).
- Snow is projected to be less frequent in coastal locations like Edinburgh with rising temperature (**H**), although by how much is complicated by increased winter precipitation (**L**).
- The growing season will continue to lengthen due to increasing temperatures in spring and autumn (**H**).
- Winter storms with extreme rainfall may become more frequent (**L**), although there is large uncertainty in models.
- Sea level will rise (**H**).

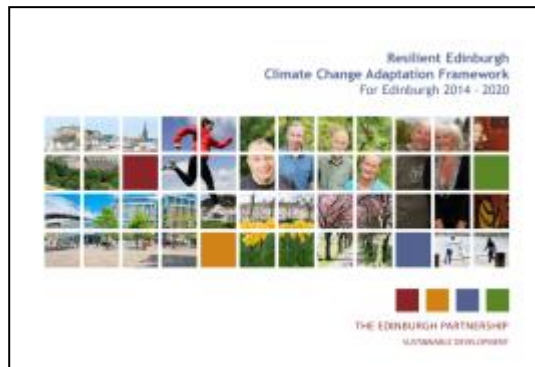
The final impacts of climate change on Edinburgh will vary depending on the success of global mitigation efforts, but even a relatively modest increase in temperature is likely to bring significant changes. From the data, the following changes to Edinburgh’s climate are predicted:

- Warmer, drier summers
- Milder, wetter winters
- Greater frequency and intensity of extreme rainfall
- Greater frequency of severe weather events

Introduction

The remit of the [Edinburgh Sustainable Development Partnership](#), comprising key public and private stakeholders across the city, third sector and community groups, is aligned with [Sustainable Edinburgh 2020](#) (SE2020). The City of Edinburgh Council, through SE2020 is committed to ensuring that by 2020 Edinburgh will have “adapted to the unavoidable impacts of climate change in partnership with key stakeholders and local communities”.

The [Resilient Edinburgh Climate Change Adaptation Framework 2014-2020](#) set out Edinburgh’s strategic approach to increasing resilience to the impacts of climate change, identified priority actions, and committed partners to ongoing monitoring and reporting, including the development of a detailed action plan.



Edinburgh Adapts, the city’s first climate change adaptation action plan, has been developed to help the city prepare for and adapt to the impacts of climate change.

A partnership approach has been taken, with the Edinburgh Sustainable Development Partnership, Adaptation Scotland and other key

Edinburgh Adapts Climate Change Adaptation Action Plan 2016-2020

stakeholders across the city working together to produce the Plan. Over fifty stakeholders were involved in developing the Plan, from a wide range of organisations across the city. This included working with the Edinburgh Biodiversity Partnership to develop adaptation actions for both the [Edinburgh Biodiversity Action Plan 2016-18](#) and this Action Plan.

The Edinburgh Adapts Action Plan will provide a platform for bringing together adaptation activity across the city, helping to maintain momentum and delivering on the commitments made in the Resilient Edinburgh Framework.

The Action Plan is themed into five sections on Governance, Natural Environment and Greenspace, the Built Environment and Infrastructure, Flood Prevention, and Society and Economy. All these themes are inter-linked and try to capture a whole city approach to adaptation. However there will be gaps, which will be addressed as the Action Plan progresses.

A vision for a Climate Ready Edinburgh has been developed in conjunction with the Action Plan. The vision aims to tell the story of Edinburgh’s adaptation journey, first in 2025 and then in 2050.



“The Royal Botanic Gardens Edinburgh is delighted to endorse this Action Plan, having engaged with partner organisations and contributed throughout its development. We are working with our partners to gain a deeper understanding of the implications of climate change for Edinburgh and to share knowledge and expertise in helping the city adapt to a changing climate.”



Governance

Edinburgh Adapts is the city's first adaptation action plan. It provides a blueprint for dealing with the impacts of climate change in Edinburgh and making the city more resilient.

The Plan is just the start of an in-depth, long term process to ensure Edinburgh remains a climate resilient city. To ensure that the actions in the Plan are achievable, a dedicated adaptation steering group has been established to take forward governance of adaptation in the city.

The Steering Group's role is to oversee the development and implementation of the Action Plan. In particular, to encourage and facilitate partnership working to ensure Edinburgh continues to be a climate-resilient city. The Steering Group will report back regularly to the Edinburgh Sustainable Development Partnership.

As well as providing a governance structure for adaptation in the city, we also need to ensure evidence is built up and kept updated on how the climate in Edinburgh is changing, and what the potential impacts of this will be, to aid mapping and identification of areas at risk and to inform risk assessments, contingency planning and decision-making.

It is also crucial that we communicate and raise awareness of climate change and the effects this will have on the city and its communities, including the impacts already affecting the city and the actions already being taken or needing to be taken to help the city become more resilient. This will enable the sharing of best practice, help build partnerships and inform and engage all sectors of the city.

Edinburgh has an established Community Planning Partnership structure under the Edinburgh Partnership. Integrating climate change priorities will support the local implementation of climate change policy during the development of the Local Outcome Improvement Plan by identifying how local priorities can be pursued in line with climate change objectives to ensure that all forms of climate inequality are reduced.

We can also learn from other similar cities as to how they are tackling the same issues. This is why we are working with European partners to raise awareness, promote best practice and build up evidence of climate impacts and adaptation through the [EU Mayors Adapt](#) programme and through building partnerships and developing projects with other European and international partners.

“Safeguarding Edinburgh’s unique urban environment against the impacts of climate change calls for cross-sectoral collaboration and knowledge exchange based on sound science and engineering. Heriot-Watt University has worked closely with its partners in the development of this important Action Plan, guiding the direction for successful city-wide adaptation.”

Governance

Edinburgh Adapts received support from the Adaptation Scotland programme to help develop the Edinburgh Adapts Vision and Action Plan, and establish long term governance arrangements to oversee the implementation of actions.

A wide range of organisations and community representatives have been closely involved in developing the vision and action plan. A project Task Group including Historic Environment Scotland, Edinburgh World Heritage, City of Edinburgh Council, University of Edinburgh, Transition Edinburgh South and Edible Edinburgh played a key role in helping to plan and run a series of very popular engagement workshops that saw over fifty organisations participate and over 100 actions proposed for inclusion in the plan.

The workshops also provided an opportunity for organisations and community representatives to help develop long term governance arrangements to oversee the implementation of the action plan. Discussion groups and an anonymous survey were used to help identify the preferred governance options and following this the Edinburgh Sustainable Development Partnership approved the establishment of a dedicated Edinburgh Adapts Steering Group.

Membership of the Steering Group is open to all those who have contributed actions to the action plan and has a strong and active membership including the Royal Botanical Gardens Edinburgh, University of Edinburgh, City of Edinburgh Council, the Adaptation Scotland programme, Scottish Wildlife Trust, Edinburgh College and Heriot Watt University.



The Adaptation Scotland Programme is funded by the Scottish Government and delivered by Sniffer

Governance - Actions

Action Ref	Action Title	Action	Partners	Timescale
G1	Edinburgh Adapts Steering Group	Establish a Steering Group to ensure the successful implementation of the Edinburgh Adapts Action Plan	Edinburgh Adapts Steering Group	2016-2020
G2	Edinburgh adaptation evidence base	Establish and develop an adaptation evidence base on projected changes in climate in Edinburgh and the East of Scotland, and the impacts to the city, from all possible sources, to aid mapping and identification of areas at risk and inform risk assessments, contingency planning and decision-making	City of Edinburgh Council, SEPA, Royal Botanic Gardens Edinburgh, Scottish Wildlife Trust, SNH, Met Office, other relevant sources	2016-2020
G3	EU Horizon 2020 Momentum - Climate Services	As part of this EU Climate Services project, the Edinburgh demonstrator would: a) review how climate information has been used to develop and inform individual actions in the Action Plan; b) produce an online compendium of climate information available for Edinburgh and provide examples of how it is being used to inform decision making; c) support the further use of climate information for a small selection of actions identified in the Action Plan. The aim would be to help build the case for implementing the actions and ensure that they are informed by climate information. This part of the project would produce case studies showing how climate information has been used as part of implementing the actions.	University of Edinburgh, Adaptation Scotland, City of Edinburgh Council, Forest Research, UK and EU partners	Stage 2. If successful the project will run from 2017-2020
G4	Adaptation Communications Strategy	Develop a communications strategy to raise awareness, communicate and showcase adaptation in the city and help people to engage.	Edinburgh Adapts Steering Group, Edinburgh Sustainable Development Partnership, other city stakeholders	2016-2020
G5	Partnership building	Through the Steering Group and/or its sub groups facilitate potential partnerships and/or funding sources to take forward projects across the city	Edinburgh Adapts Steering Group and/or funding sub-group	2016-2020
G6	Resilience Planning	As part of the risk assessment process, incorporate current and emerging climate change related risks and impacts into resilience planning, including severe weather planning and associated other relevant contingency planning.	Council Resilience Group, Edinburgh Community Resilience Group, CAT1 Responder Partners	2016-2020

Governance - Actions

Action Ref	Action Title	Action	Partners	Timescale
G7	Council risk register	Review the Council's Risk Register and embed climate-related risks where appropriate.	City of Edinburgh Council Internal Audit	2016-2020
G8	EU Mayors Adapt	Work with EU partners to raise awareness, promote best practice and build up evidence on climate change impacts and adaptation through the EU Mayors Adapt programme.	City of Edinburgh Council Strategy & Insight Division	2016-2020
G9	Community Planning preparation of LOIP 2016-2020	Support the local implementation of climate change policy in the new Local Outcome Improvement Plan by identifying how local priorities can be pursued in line with climate change objectives to ensure that all forms of climate inequality are reduced.	Edinburgh Partnership, City of Edinburgh Council Strategy & Insight Division	2017-2020

Natural Environment and Greenspace



Climate change will affect the natural environment as weather patterns change, temperatures rise and species relocate.

However, the natural environment, greenspaces and green infrastructure also have an essential role in offsetting some

of the predicted impacts of climate change.

Investing in the natural environment helps to manage and reduce risks from extreme weather. Green infrastructure provides a wide range of adaptive benefits, including providing shade and cooling for urban centres, reducing the impact of heavy rain by absorbing water and slowing run-off, improving air and water quality by absorbing pollutants, increasing wildlife and biodiversity, and improving general well-being. Planting 'smart' in line with national guidance will help create a resilient natural environment which can better cope with new pests, diseases and weather patterns.

Well connected green networks aid species movement and dispersal, therefore integrated habitat networks form a key component of this Action Plan. Through the promotion of green infrastructure we will strengthen habitat networks, reduce habitat fragmentation and provide opportunities for species migration.

Change is already happening, in the timing of seasonal events and in species distribution. As this continues, we will see further changes to our urban landscapes, parks and woodlands, and the plants and animals that inhabit them. This will create future challenges for our land management and conservation priorities.

There are many risks to the natural environment from climate change, including biodiversity change and loss, environmental degradation, longer growing seasons, increased incidence of pests and disease, and flooding. We must not underestimate the risks we face. But, it is also important to recognise that within this changing context our environment will retain many valued species and habitats and the city may also develop new features and habitats that we wish to protect and enhance.

The city's greenspace and green networks play an important role in ensuring Edinburgh's climate resilience. Assessing the impacts of climate change on the natural environment will help to inform policy, management and decision making. The current [Edinburgh Biodiversity Action Plan](#) (2016-18) seeks to carry out such an assessment. The Edinburgh Biodiversity Partnership has worked since 2000 to deliver Biodiversity Action Plans which improve the quality, extent and connectivity of the natural environment. Many of the actions relating to climate change adaptation and the natural environment are being delivered jointly with the EBAP 2016-18. By working in partnership, we will continue to conserve and manage

Natural Environment and Greenspace

protected species and sites, as well as developing a city-scale approach to natural heritage management, building in habitat enhancements to reduce other pressures on biodiversity and developing habitat networks to aid species dispersal. The challenge is to take the right action at the right time to minimise loss, facilitate change and take advantage of new opportunities.

This Action Plan includes measures to preserve and increase quality greenspace on city land and provide nature-based solutions to climate related problems. As well as the overarching Edinburgh Biodiversity Action Plan, initiatives such as Edinburgh Living Landscapes aim to encourage more natural management of the city's green spaces through naturalisation of city parks and greenspaces, and planting to create habitats such as nectar borders and berry hedges to benefit bees and other species.

Organisations in the city are already taking action. For example, the Royal Botanic Garden in Edinburgh is already adapting to climate uncertainty – dealing with floods, prolonged periods of low rainfall, high winds and unseasonable temperatures in their gardens.



“Scottish Wildlife Trust is really pleased to see the Edinburgh Adapts Action Plan and it is clear to see that it firmly embodies the aspirations of the Edinburgh Living Landscape. A healthy, green and biodiverse city will be vital in meeting our adaptation challenges”.

Natural Environment and Greenspace – Case Study: Royal Botanic Gardens Edinburgh

The Royal Botanic Gardens Edinburgh (RBGE) carried out a study into the impact of weather events on their gardens and how this can be used to best deal with projected climate change. Information was gathered on:

- observed impacts of current weather conditions and extreme weather experienced, and any adaptive actions taken as a result;
- risks related to weather or climate change that have been identified;
- potential opportunities arising from a changing climate;
- records of garden closures to visitors and staff; and
- historic weather data.

All the gardens had lost or damaged trees during storms. This provides both challenges, when specimens are of particular conservation importance, and opportunities for planting new species. Mild winters increase the risk of pests and diseases, including an increase in aphids such as green spruce aphid on *Picea* (spruce), and soft scale, previously considered a glasshouse pest, on rhododendron.



Storm damage has resulted in multiple broken panes of glass in the glasshouses at Inverleith in Edinburgh, leaving tender plants exposed to the elements.

As the climate changes, the gardens have to close more frequently due to severe weather. This leads to a loss of man hours as staff are also excluded from the garden for safety reasons, income is lost, visitors are disappointed and staff time is needed to clear up after a storm.

The increase in heavy rainfall has made the use of bark and grass paths impractical. All the gardens are now replacing these paths with gravel, or other porous paths together with improved drainage measures.

Adaptation is site specific. The four different sites allow RBGE to draw on a wide range of experience in dealing with different weather events and site impacts.



Adaptation measures include:

- Planting a mix of species. This increases resilience to pests and diseases, and provides a more effective windbreak and structure to shelter belts.
- When re-designing garden infrastructure, locating facilities such as visitor centres and cafes outside the pay zone to provide access even if the garden is closed.
- When planning staff resource and time, include allowance for clear-up and remedial work following extreme weather events.
- Replacing paths with gravel or other porous materials.
- Providing additional drainage and factoring in staff time for keeping drains clear.
- Researching glasshouse structures and glazing systems that are less susceptible to wind damage.
- Adopting a zero tolerance maintenance procedure to glass damage such as cracks, and keep more glass on site to reduce repair time.

RBGE will now compare anecdotal evidence about changing weather with actual weather records from weather stations at each garden.

Opportunities, such as being able to grow new species in a milder future climate, will be highlighted. Maps of the gardens will be produced with a 'trail' showing adaptation features, and interpretative signage will be developed to explain climate impacts and adaptation measures to visitors.

Find out more about this project on the [RBGE website](#).

Natural Environment and Greenspace – Actions

Action Ref	Action Title	Action	Partners	Timescale
GS1	Green and Blue networks - Adaptation Policy and Management	Assess the effects of climate change and their impact on the natural environment and green and blue space, and produce guidance to inform adaptation policy and management.	City of Edinburgh Council Planning and Transport, Edinburgh Biodiversity Partnership, Scottish Wildlife Trust	2017-2020
GS2	Green and Blue networks - review plans, conservation management strategies and projects	Review Habitat Action Plans, Species Action Plans, site management plans and other conservation strategies, plans and projects to ensure that: a) all risks from adverse climate change have been identified; b) future changes in these pressures are assessed; c) that these are being explicitly addressed wherever possible incorporating adaptation measure; d) carbon capture within habitats is considered.	City of Edinburgh Council Planning and Transport, and Environment, Site Managers, Edinburgh Biodiversity Partnership,	Annual from 2016 onwards
GS3	Green infrastructure adaptation	Promote green infrastructure to help nature to adapt to climate change by strengthening habitat networks, reducing habitat fragmentation and providing opportunities for species to migrate.	City of Edinburgh Council Planning and Transport, and Environment, Edinburgh Living Landscapes	Annual from 2016 onwards
GS4	Edinburgh Living Landscapes (Phases 1 and 2)	Improve climate change resilience through: <ul style="list-style-type: none"> • mapping of the Council's green and blue estate, its connectivity and greenspace typology, including ecosystem services; • managing and maintaining up to 70 urban meadow sites across the city incorporating mixed floral, native wildflower and grass meadow sites • reducing grass cutting frequency allowing natural grassland to thrive, tree planting, increasing use of herbaceous perennial planting etc. 	Edinburgh Living Landscapes (The City of Edinburgh Council, Scottish Wildlife Trust, ELGT, RBGE, Green Surge, the University of Edinburgh, SEPA, Scottish Natural Heritage, the Cockburn Association, OPENSspace Research Centre)	2015 onwards
GS5	Forest Research	Share lessons with stakeholders on innovative methods in urban greenspace planning and engagement of non-governmental stakeholders in this, based on GREEN SURGE findings. Further analyse the connectivity of urban green spaces through mapping and analysis of vegetation in domestic gardens as part of the GREEN SURGE project. This will help to identify gaps in suitable habitat for insect pollinators and therefore prioritise habitat improvement areas.	Edinburgh Living Landscapes, Forest Research	Study 1 ongoing Study 2 2017 onwards

Natural Environment and Greenspace – Actions

Action Ref	Action Title	Action	Partners	Timescale
GS6	i-Tree Edinburgh	Calculation of the ecosystem services value of Edinburgh's trees, including improving air quality, offsetting carbon emissions, promoting biodiversity, limiting flood risk, reducing the urban heat island effect, promoting inward investment and job creation.	City of Edinburgh Council Environment, Forest Research	Ongoing
GS7	Trees in the City - Trees and Woodland Action Plan	Through the Plan, promote tree planting to mitigate the effects of severe weather, reduce the impact of heavy rain and floods, improve the effectiveness of SUDs, improve air quality, and help reduce the urban heat effect.	City of Edinburgh Council Environment	2014 onwards
GS8	Habitat connectivity and integrated habitat networks	Promote habitat resilience and greenspaces through tree planting, biodiversity improvements, strategic projects (linking green networks), active travel projects, creating new greenspaces, and preventing fragmentation of habitat networks. Promote SRDP grant funding opportunities to land managers to build capacity.	Lothians & Fife Green Network Partnership, Edinburgh & Lothians Greenspace Trust, Scottish Natural Heritage	Ongoing
GS9	Water of Leith Habitat Creation	Investigate opportunities for habitat creation in the upper catchment of the Water of Leith, including woodland creation.	City of Edinburgh Council Planning and Transport, Lothians & Fife Green Network Partnership, Water of Leith Conservation Trust, Scottish National Heritage Edinburgh & Lothians Greenspace Trust, Forestry Commission Scotland, RSPB, RAFTS	Early stages
GS10	Provide an integrated approach to adapting Edinburgh's Open Spaces to the impacts of climate change through the Open Spaces Strategy	Review approaches to climate change adaptation through green infrastructure and sustainable design during the preparation of the new Open Spaces Strategy and ensure proposed actions support Edinburgh's climate change resilience for the benefit of communities	City of Edinburgh Council Planning, Flood Prevention, Parks & Greenspace Service, Housing	Ongoing to Q4 2016

Natural Environment and Greenspace – Actions

Action Ref	Action Title	Action	Partners	Timescale
GS11	Urban ecosystem services mapping	Develop and apply methods for modelling and mapping 'urban ecosystem services'. Edinburgh is one of the case study cities.	Innovate-UK project (Spades), Forest Research, City of Edinburgh Council	Early stages
GS12	Greenspace site connectivity	Undertake research into site connectivity for key plant species within the city to understand the ecological dynamics of greenspace.	Royal Botanic Gardens Edinburgh, Edinburgh Living Landscapes	2016 onwards
GS13	Monitor ecosystem health	Develop a suite of ecosystem health measures and indicators such as – 1) Indices of habitat connectivity 2) Percentage cover by trees/ Native Woodland Survey of Scotland 3) ecological status of water bodies 4) species indicators 5) Phenology study (online herbarium species indexing project) 6) measures of community engagement	Scottish Wildlife Trust, City of Edinburgh Council Planning and Transport, Scottish Natural Heritage, Forestry Commission Scotland, SEPA, RSPB, University of Edinburgh, TWIC, ELL, RBGE	2018 onwards
GS14	Monitor changes in climate change indicator species' distribution and populations and take action	1) RSPB Species Study - Develop a model of predicted changes in distribution and population size of bird species due to climate change. Climate proof landscapes and corridors to aid species movement. Raise public awareness of climate change impacts and adaptation.	RSPB	2018 onwards
		2) Monitor changes in butterfly population size and distribution - Continue to carry out generic butterfly surveys to build an understanding of changing populations in Edinburgh's managed sites and urban green spaces.	City of Edinburgh Council Environment, Historic Environment Scotland	Ongoing
		3) Continue to utilise volunteers in the surveying of butterfly species on NH Service and Historic Environment Scotland sites.	City of Edinburgh Council Environment, Historic Environment Scotland, Butterfly Conservation Scotland	Ongoing
GS15	Raise awareness of biodiversity implications of climate change	Support the use of long-term datasets and publication and promotion of information describing the implications of climate change on Edinburgh's biodiversity through websites, public information etc	Edinburgh Biodiversity Partnership	Annual from 2016 onwards

Natural Environment and Greenspace – Actions

Action Ref	Action Title	Action	Partners	Timescale
GS16	Scottish Plant Health Strategy	Use Edinburgh Adapts and its partnership network as a platform to raise awareness among stakeholders of emerging plant health issues and increase preparedness for pest outbreaks, to help contribute to achieving the aims of the Scottish Plant Health Strategy in Edinburgh.	Agriculture and Rural Development Division - Scottish Government	2016-2020
GS17	Citywide INNS project	Identify third party organisations and suitable funding for a city-wide invasive non native species (INNS) project. Develop a partnership project to control priority INNS.	City of Edinburgh Planning and Transport, Scottish Natural Heritage, RFFTS, SEPA, Edinburgh Living Landscapes	Funding dependent 2017
GS18	Green Infrastructure Schools Project	Edinburgh Living Landscape school participation: Up to 10 schools with access to high quality 'naturalised' school grounds, green infrastructure and local greenspace for outdoor learning, linked to ELL initiative and supported by learning resources.	City of Edinburgh Council Environment, Edinburgh Living Landscapes (ELL)	December 2016 onwards
GS19	Greening of Edinburgh's cycle network	Cyclepath management: Carry out biodiversity enhancement and conservation enhancement projects along Edinburgh's Cyclepath Network.	Edinburgh & Lothians Greenspace Trust, City of Edinburgh Council Planning and Transport, and Neighbourhoods, Edinburgh Living Landscapes	Ongoing as funding opportunities arise
GS20	Holyrood Park Management	Aid adaptation of Holyrood Park through: conservation of grasslands/wildlife and adding of wild flower area; education programmes delivered by the Ranger Service to local schools and communities; and, woodland and wetland management.	Historic Environment Scotland in partnership with schools (education), community outreach, RBGE (conservation)	Ongoing
GS21	Edinburgh College Outdoors action plan	Edinburgh College are developing a holistic action plan aimed at bringing together various elements of outdoor space including community growing; biodiversity; tree cover; outdoor learning; interpretation; low carbon management and more.	Edinburgh College in partnership with RSPB and others	Draft – late 2016

The Built Environment and Infrastructure

Land use planning plays a central role in preparing Edinburgh for a changing climate. Effective local planning is essential to minimise future vulnerability and improve resilience to the impacts of climate change.

Edinburgh's new [Local Development Plan](#) (ELDP) sets out policies and proposals to guide development in the city. The ELDP aims to promote development in sustainable locations and enhance the city's green network by encouraging land management practices which capture, store and retain carbon, and prevent and manage flood risk.

[Edinburgh Design Guidance](#) promotes quality and sustainable design and construction, encouraging the protection and integration of green infrastructure and networks in development. [Edinburgh Street Guidance](#) aims to co-ordinate street design and promote collaborative working to improve the quality and sustainability of our streets.

Edinburgh's current stock of buildings and infrastructure will need to be adapted. These are susceptible to extreme weather events, over-heating, flooding and disruption to power and water supplies. For existing and new build, smart appropriate design needs to be encouraged, so that buildings and infrastructure can be prepared for projected changes in temperature, weather and rainfall.



Edinburgh is a historic city and World Heritage Site. This presents particular challenges when tackling climate change. Many of our historic buildings, sites and designed urban landscapes have already experienced and survived significant climatic change in the past. Ensuring they continue to do so is the challenge we face. We need to develop a clear understanding of how our climate may impact on this historic heritage and what can be done to reduce or alleviate this.

The development of a new Edinburgh World Heritage Management Plan offers the opportunity to embed adaptation into the strategic priorities of the city's historic environment. The Edinburgh World

The Built Environment and Infrastructure

Heritage Trust and Historic Environment Scotland are already adapting their buildings to a changing climate, and through training, maintenance and repair, are ensuring they continue to be prepared for future climatic change.

There is a strong relationship between the built and natural environment in relation to water, where surface water run-off can cause flooding and pollution. As climate change is expected to increase the frequency and volume of rainfall, these impacts are expected to get worse.

Adapting the built environment through the use of green infrastructure such as sustainable urban drainage systems, living roofs, raingardens and other innovations helps to alleviate these effects. Greening of buildings can also help with insulation against heat and cold, as well as offering new habitats to wildlife. Street trees and other vegetation also absorb air pollution and help with shading and cooling.

As sea levels rise, the risk of erosion, flooding and storm surges along Edinburgh's coast will increase. By strengthening scientific evidence, engaging stakeholders and building awareness of current and future coastal change, we can identify ways to adapt our changing coast and live with increased coastal flood and erosion risk.



“Historic Environment Scotland is delighted to endorse this Climate Change Action Plan. We have been involved in its development at every stage, working with our partners to lead the way in the adaptation of Edinburgh’s historic environment to the changing climate.”

Heriot Watt University: garden adaptation case study

Domestic gardens form a major part of Edinburgh's urban area, providing a valuable asset in the control of surface water flows



across the city. However, many gardens have been lost to hard paving for low-maintenance or off-street parking. The consequence is increased runoff which adds to the city's drainage system and increases flood risk. The protection,

reinstatement, and adaptation of Edinburgh's gardens could provide a valuable asset for surface water management strategies, providing enhanced future flood resilience across the city.

In Edinburgh's residential areas up to 56% of gardens have been completely covered with hard paving¹. This case study quantifies rainwater runoff generation from a typical front garden in order to assess the impact on flood risk across the city and provide a benchmark for garden adaptation planning (see box). A rainfall-runoff model was used to assess runoff sensitivity to paved area under both current and future rainfall intensities. The model accounts for soil infiltration capacity and assumes all rainfall landing on hard paving contributes to garden runoff.

A garden with no paving has the potential to generate runoff if the soil is already saturated, or if the garden has a slow infiltrating soil such as fine clay. Runoff from gardens with slow infiltrating soils is likely to increase in the future due to the increased frequency and intensity of rainfall. For a typical front garden with no paving but with fine clay

A typical front garden was assumed to have an area of 50 m² based on average UK city garden sizes². A rainfall intensity of 86 mm/h over 5 minutes was used to represent current rainfall in Edinburgh based on the 1 in 50 year design storm³. Future rainfall was represented by applying change factors (cf) derived from the UK Climate Projections 2009 (UKCP09) for both the 2050s (cf = +20%) and 2080s (cf = +36) under the HIGH greenhouse gas emissions scenario and for probability levels of 50% (central estimate) and 90% (unlikely to be exceeded)⁴.

Results show that during the current 1 in 50 year event, a typical front garden which is completely paved over could generate 0.357 m³ (357 litres) of rainwater runoff, whilst a garden with no paving is able to naturally infiltrate all of the rainwater. By the 2050s and 2080s, gardens with no paving were still able to infiltrate all rainfall assuming dry antecedent conditions and high infiltrating soils, despite the increased intensity, whilst runoff from the completely paved garden increased to 0.428 m³ (428 litres) and 0.485 m³ (485 litres), respectively.

soil, around 40% of the rainfall was converted to runoff by the 2080s (HIGH emissions scenario, 90% probability level).

To minimise this flood risk, ways need to be found to encourage house owners not to hard pave their gardens. Gardens that have already been lost to hard paving could be restored by encouraging householders to depave through raising awareness about the benefits of front gardens through a city-wide campaign. Due to increased frequency and intensity of future rainfall, even non paved gardens need to be adapted to increase rainfall retention and infiltration, particularly in areas with slower infiltrating soils. The protection, reinstatement, and adaptation of Edinburgh's gardens could provide a valuable asset for current surface water management strategies, providing enhanced future flood resilience across the city.

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The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
BE1	Built Environment - climate change impacts	Assess the likely impacts of climate change and their effect on the built environment and use it to inform adaptation policy. Increase the climate resilience of the built environment through natural greening measures in new developments, such as the use of natural features (e.g. street trees, green roofs, rain gardens etc) and other materials such as permeable paving.	The City of Edinburgh Council Planning & Transport, Edinburgh World Heritage Trust, Scottish Natural Heritage	Annual Ongoing
BE2	Embed climate resilience within Edinburgh planning guidance	Through the Edinburgh Local Development Plan (ELDP) and Design Guidance: i) promote quality and sustainable design and construction ii) Ensure developments are not at risk from flooding from watercourses (above and below ground), surface water flooding or from the sea iii) Update SUDs design requirements within Edinburgh Design Guidance iii) protect open spaces, promote multifunctional green and blue infrastructure in developments and connect this to the wider network of open spaces and habitats iv) encourage the incorporation of living roofs and walls and other green infrastructure in appropriate locations	The City of Edinburgh Council Planning & Transport, developers, other stakeholders, Lothian & Fife Green Networks Partnership, Edinburgh & Lothians Greenspace Trust, Scottish Wildlife Trust, Scottish Natural Heritage	Ongoing
BE3	Catchment scale approach to sustainable flood risk management	Ensure new developments in areas with medium to high likelihood of flooding are avoided as per Scottish Planning Policy and accompanying Planning notes.	The City of Edinburgh Council Planning & Transport	Ongoing
BE4	Embed climate resilience within the Edinburgh & South East Scotland Strategic Development Plan 2 (SESPlan)	Through promotion of strategic green networks and strategic flood risk policy guidance. Transition to proposed plan creates opportunities for collaboration between authorities. SDP2 will set the framework for the six councils' second wave of Local Development Plans.	SESPlan, The City of Edinburgh Council, Historic Environment Scotland, SEPA, Scottish Natural Heritage	Ongoing
BE5	Strategic Infrastructure Fund and City Deal	Strategic Infrastructure Fund, if developed, could create new funding mechanism available for strategic scale adaptation infrastructure projects set out in SDP2 Action Programme. Approved City Deal should create new funding for infrastructure projects that could include greening and adaptation elements.	The City of Edinburgh Council, SESPlan and member councils, Scottish Natural Heritage	2017 onwards

The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
BE6	Edinburgh Urban Design Panel (EUDP) sustainability awareness raising	<p>Contribute to raising awareness of sustainability solutions at an early stage in the design process for new development through:</p> <p>For the EUDP's process</p> <ol style="list-style-type: none"> Revisit how the Panel can raise the importance of sustainably being embedded in the early stages of the development design process and presented to the Panel as part of the presentation. Ensure that sustainability forms part of the Panel's discussion. Further consider whether a sustainability specialist should form part of the core members of the Panel. Ensure that sustainability forms part of the Panel's report and advice by having this as a standard item for discussion even if not detailed in the presenters' pro forma information. <p>For the Planning process - As part of a Planning Application an assessment method for sustainability could be considered, for example BREEAM.</p>	Edinburgh Urban Design Panel	2016 onwards
BE7	Built Environment - Green Infrastructure	Promote green infrastructure in the built environment to help nature to adapt to climate change by strengthening habitat networks, reducing habitat fragmentation and providing opportunities for species to migrate.	The City of Edinburgh Council Planning & Transport, Edinburgh Sustainable Development Partnership, Edinburgh Living Landscapes, SNH	2018 onwards
BE8	Ecosystem Approach to planning	<ul style="list-style-type: none"> Produce a policy statement on the ecosystem approach and planning in Edinburgh. New developments planned and delivered to create low carbon, walkable neighbourhoods and work places containing high quality green and blue infrastructure, increasing the number of green exteriors of buildings where appropriate. 	The City of Edinburgh Council Planning & Transport, Edinburgh Sustainable Development Partnership, Edinburgh Living Landscape	2017
BE9	Showcase high quality developments	<ul style="list-style-type: none"> Work with developers to showcase high quality, wildlife rich developments including meadows, ponds, native trees etc. Introduce a Natural Capital Standard for Green Infrastructure 	Scottish Wildlife Trust, Edinburgh Living Landscapes, CEC Planning and Transport	2018 (funding dependent)

The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
BE10	Street trees	In line with Street Design Guidance incorporate guidance on street trees and greening in the updated Edinburgh Design Guidance. Undertake monitoring.	The City of Edinburgh Council Planning and Transport, CEC Forestry Service	Ongoing
BE11	Brownfield site habitats	To compensate for the loss of brownfield habitats, include living roofs which replicate brownfield habitats in the promotion of green infrastructure, including in the Edinburgh Design Guidance. Recommend all developments over a minimum size to include Living Roofs.	The City of Edinburgh Council Planning and Transport, Buglife	2017 onwards
BE12	Temporary greening of vacant sites	Identify sites or projects for temporary greening on vacant and derelict land. Look at opportunities to promote adaptation through temporary siting of raingardens, ponds etc at these sites.	Edinburgh and Lothians Greenspace Trust, City of Edinburgh Council Planning and Transport, Edinburgh Living Landscapes, RBGE, Scottish Natural Heritage	Ongoing dependent on funding
BE13	Depaving/permeable surfaces promotion	Joint working to develop mechanisms to promote de-paving of front gardens, school grounds, etc and introduce permeable surfaces. Encourage householders to green and enhance their gardens e.g. encourage development of rain gardens in domestic properties to reduce flood risk. Demonstrate depaving/porous paths/rain gardens/low maintenance gardens to encourage re-greening.	Heriot Watt University, RBGE, Edinburgh Living Landscapes	Early stages
BE14	Edinburgh raingarden audit	Map number and sites of existing raingardens in Edinburgh and those in development	Scottish Green Infrastructure Forum, City of Edinburgh Council	2016-2020
BE15	10,000 raingardens Edinburgh	a) Identify potential sites and through this develop list of candidate raingarden sites in Edinburgh b) Install high profile raingardens in Edinburgh at organisation level and through current or new partnerships	Scottish Green Infrastructure Forum	2016-2020
BE16	Raingarden Officer	Seek funding to appoint a full-time joint Glasgow/Edinburgh raingarden officer to take forward 10,000 raingarden project.	Scottish Green Infrastructure Forum	2016-2020

The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
BE17	Green Infrastructure - Edinburgh case study	EU funding bid on green infrastructure. Consortium would use Edinburgh as a case study and hope to: 1. Conduct a baseline assessment of green infrastructure (ideally rain gardens) in Edinburgh 2. Conduct co-design/develop technical specifications 3. Identify the potential for demonstration sites 4. Co-develop plans for a systematic implementation of rain gardens	Heriot Watt University, EU Consortium partners	2nd stage. 5-year project potentially starting in 2017
BE18	Coastal change and risks along Edinburgh's coast	Strengthen scientific evidence and awareness building (practitioner and public) of current and future coastal change along Edinburgh's coast and in the wider context of the Firth of Forth.	University of Glasgow (Dr. Jim Hansom – Lead, Dr James Fitton and Dr Larissa Naylor)	2016-2020
BE19	Coastal adaptation and stakeholder engagement	Engage stakeholders to identify how we can adapt our urban footprint to accommodate a dynamic and changing coast and live with increased coastal flood and erosion risk.	University of Glasgow (Dr. Jim Hansom – Lead, Dr James Fitton and Dr Larissa Naylor), Scottish Natural Heritage	2016-2020
BE20	Edinburgh's Local Transport Strategy (LTS) 2014 -2019	The next review of the Local Transport Strategy is anticipated to take place during 2017 to 2018. It is anticipated that the Issues for Review stage will consider Scotland's Climate Change Adaptation Framework and inform the development of policies to strengthen the resilience of Edinburgh's transport network to the impacts of climate change.	The City of Edinburgh Council Planning and Transport	2016-2019
BE21	Embed adaptation into the Road Asset Management Plan	New investment strategy focusing on a preventative approach for all transport assets. The condition of Edinburgh's road network and the effectiveness of the preventative materials will be monitored annually.	The City of Edinburgh Council	2016 onwards
BE22	Weather Resilience and Climate Change Adaptation (WRCCA) Plan for Network Rail Scotland Route	Plan incorporates a number of programmes and initiatives designed to ensure the climate resilience of the rail network in Scotland, including an assessment of key vulnerabilities in Edinburgh and the Lothians	Network Rail	Ongoing

The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
BE23	SEStran Regional Transport Strategy	Support the Scottish Government's Climate Change Strategy, low emission vehicle development, infrastructure and use through improving the resilience of Edinburgh's transport network to the impacts of climate change, in the areas of: <ul style="list-style-type: none"> • Connectivity in Edinburgh e.g. airport gateway & surface access to/from the airport; • Edinburgh's sections of the regional movement corridors; • Region-wide measures concentrating on land use planning and a reduction in single occupancy vehicles, ensuring sustainability is a key consideration of future development; co-ordinating with local authorities and Health Boards to develop travel plans. 	South East Scotland Transport Partnership (SEStran)	2015-2020
BE24	University of Edinburgh Climate Change Strategy	Through developing a new Strategy adapt the University to the impacts of climate change, including measures to: <ul style="list-style-type: none"> • Deliver globally by supporting/encouraging research, learning and teaching in adaptation, in keeping with the Strategy's whole institution approach; • Act in partnership locally, with continued representation on the Edinburgh Adapts Steering Group and participation in the Edinburgh Living Landscapes (ELL) Partnership, which addresses issues of adaptation for the city and will feed into estates design; • Identify, evaluate and monitor adaptation actions, following Adaptation Scotland guidance: assess climate threats and opportunities, assess climate risks and identify actions, report and implement, monitor and review • Conduct assessments of risk to operations and impact on stakeholders and future business every three years, collating data and information for the new Scottish Government mandatory climate change reporting requirements for adaptation. 	University of Edinburgh, Edinburgh Living Landscapes, Edinburgh Adapts Steering Group	2016-19
BE25	Edinburgh College Climate Change and Sustainability Action Plan	Edinburgh College has developed a Climate Change and Sustainability Policy of which one theme is climate change adaptation. An action plan will follow in 2016.	Edinburgh College	Draft – late 2016

The Built Environment and Infrastructure - Actions

Action Ref	Action Title	Action	Partners	Timescale
HS1	Edinburgh World Heritage Management Plan 2017-2021	Develop a new Edinburgh World Heritage management plan with a section on adaptation. Opportunity to embed adaptation in strategic priorities for the city's historic environment.	The City of Edinburgh Council, Edinburgh World Heritage, Historic Environment Scotland, Scottish Natural Heritage	2016-2017
HS2	Historic Buildings - Awareness raising	Through training in traditional repair and maintenance skills for owners and occupiers of historic buildings, and trades people e.g. roofers, joiners and professionals such as surveyors	Edinburgh World Heritage, Historic Environment Scotland	Ongoing
HS3	Maintaining historic buildings	Maintain and repair historic buildings in Edinburgh to ensure that they are adapted to current and future climate change impacts	Edinburgh World Heritage, Historic Environment Scotland	Ongoing
HS4	Historic Buildings - easy-read guidance	Collation and simplification of existing built heritage guidance to produce an easy-read source of adaptation guidance for owners of historic residential and commercial buildings.	Edinburgh World Heritage, Historic Environment Scotland	2016 onwards
HS5	Edinburgh specific historic building maintenance guide	Draw on existing Historic Environment Scotland and Edinburgh World Heritage materials to produce a suite of guidance on building maintenance/adaptation tailored to promote to Edinburgh's commercial/tourism businesses.	Edinburgh World Heritage, Historic Environment Scotland, VisitScotland	Ongoing
HS6	Historic Environment Scotland's Climate Change Action Plan 2012-17	Undertake a pilot risk assessment of Historic Environment Scotland's own Estate to inform decision-making for prioritising the ongoing conservation and maintenance programme. Intention is to deliver a methodology that can be applied elsewhere by others	Historic Environment Scotland (HES)	2016-December 2016

Flood Prevention

Flooding has a huge impact on all sectors of society. Climate change is likely to exacerbate river and coastal flooding and greater frequency and intensity of extreme rainfall will increase surface water flooding.

The Flood Risk Management (Scotland) Act 2009 sets out Scotland's approach to flood risk management. The Act aims to reduce the adverse consequences of flooding on communities, the environment, transport, cultural heritage and economic activity. More thought is to be given to alternative means of reducing flood risk by avoiding the likelihood of flooding through effective land use planning, maintenance and better control and management of run-off.

Scotland is separated into 14 Local Plan Districts for flood risk management purposes. The Scottish Environment Protection Agency (SEPA), working with others, has produced a [Flood Risk Management Strategy](#) for each Local Plan District. These coordinate efforts to tackle flooding in Scotland, set the national direction of future flood risk management, helping to target investment and coordinate actions across public bodies. The strategies explain what causes flooding in high risk areas as well as the impacts when flooding does occur. This information is used as a basis for better decision-making across flood risk management organisations.

The City of Edinburgh Council was the Lead Authority for the area around the Forth Estuary. As lead authority the Council produced a [Local Flood Risk Management Plan](#). The Plan provides further

information on funding and the timetable for delivering the actions identified in the strategy between 2016 and 2022. Another of the local authorities in this area will now take on the role of lead authority for the next 6 years.

Edinburgh has two flood prevention schemes – on the Water of Leith and the Braid Burn. Studies are being undertaken into other at risk areas. A Surface Water Management Plan is being developed to identify the most sustainable range of actions to manage and reduce flood risk for this type of flooding. SEPA is developing flood mapping to improve understanding of coastal flooding risk.

SEPA and other responsible authorities have a duty to raise public awareness of flood risk. Improved awareness and actions that prepare people, homes and businesses from flooding can reduce the overall impact. SEPA engages with the community through local participation in national initiatives and in addition will engage with local authorities and community resilience groups where possible. Local authorities will be undertaking additional awareness raising activities. Daily national flood guidance statements are issued to Category 1 and 2 responders. SEPA issues flood warnings, giving people a better chance of reducing the impact of flooding on their home or business.

The below actions show what Edinburgh is doing to tackle and reduce flood risk for communities, homes and business, as well as other sectors of the city.

Flood Prevention - Actions

Action Ref	Action Title	Action	Partners	Timescale
FL1	Water of Leith (Phase 2) Flood Protection Works	The Water of Leith (Phase 2) Flood Protection Scheme is currently under construction, scheduled to be completed by 2018. The scheme will protect Murrayfield and Roseburn from flooding from the Water of Leith.	The City of Edinburgh Council Flood Prevention Team , The City of Edinburgh Council Water of Leith (Phase 2) Team	2015-2018
FL2	Water of Leith Flood Protection Works Future Phases	Flood protection works have been proposed for Edinburgh to further reduce flooding from the Water of Leith. An updated economic appraisal has been undertaken on this watercourse and the proposed works will likely include Coltbridge, Gorgie and Saughton, subject to the availability of funding.	CEC Flood Prevention Team	TBA (Funding is not yet identified for this project)
FL3	Forth Estuary Flood Risk Management Strategy	The purpose of the Strategy is to identify flooding from various sources, its impacts, and outline action to address this flood risk. The Strategy is in three sections and provides: <ul style="list-style-type: none"> • background on the approach to flood risk management; • the causes and consequences of flooding, the agreed objectives, and the actions that will be taken in areas considered to be potentially vulnerable to flooding; and • shares the information on the sources of flooding, including surface water 	Scottish Environment Protection Agency (SEPA), The City of Edinburgh Council, local authorities, Scottish Water, Scottish Natural Heritage	2016-2022
FL4	Forth Estuary Local Flood Risk Management Plan 2016-2025	Delivery plan to address actions to reduce flood risk detailed in the Forth Estuary Flood Risk Management Strategy	Scottish Environment Protection Agency, Scottish Water, The City of Edinburgh Council and 12 neighbouring Local Authorities, Scottish Natural Heritage	June 2016-2021
FL5	Edinburgh and the Lothians Integrated Catchment Study (linked with below)	To model the interaction between above and below ground water assets to establish where partnership working is, and will be, required.	Scottish Water	July 2013-2016
FL6	Surface Water Management Plan (SWMP) (linked with the above)	To ascertain the risk of flooding when surface water, watercourses and sewers interact and to develop a strategy to reduce the risk resulting from the interaction between sewers and other sources of flooding	The City of Edinburgh Council, Scottish Water	2021-2022

Flood Prevention - Actions

Action Ref	Action Title	Action	Partners	Timescale
FL7	Water of Leith Siltation Study	The study will establish flood risk in this area of the Water of Leith and make recommendations regarding dredging. The study will also identify various environmental constraints and regulatory approvals which will inform future coordination arrangements.	The City of Edinburgh Council, Forth Ports and consultant	May 2016-November 2016
FL8	Niddrie Burn Flood Prevention Study	A flood protection study has been recommended for Niddrie Burn in Edinburgh to assess whether flood storage, modification of conveyance, installation/modification of fluvial control structures, flood defences and sediment management could reduce flood risk. The study will also consider the viability of property level protection. The study should take a catchment approach and consider the potential benefits and disbenefits and interaction between actions upstream and downstream. It should also aim to improve gauging on the Niddrie/Burdiehouse Burn catchment in partnership with SEPA and the City of Edinburgh Council.	The City of Edinburgh Council, Scottish Environment Protection Agency (SEPA) and consultant	2017-2022
FL9	Gogar Burn Flood Prevention Study	A flood prevention study has been recommended for Gogar Burn in Edinburgh to assess whether direct flood defences and sediment management could reduce flood risk. The study should take a catchment approach and consider the potential benefits and disbenefits and interaction between actions upstream and downstream. This study should also aim to improve the accuracy of the flood mapping in the Gyle/Gogar Burn area.	The City of Edinburgh Council, Scottish Environment Protection Agency and consultant	2020-2022
FL10	Water of Leith Flood Protection Scheme	Continue to maintain the existing flood protection scheme	The City of Edinburgh Council	Ongoing
FL11	Maintain the Water of Leith (Phase 2) Flood Protection Scheme in Murrayburn and Roseburn when completed in 2018	Reduce risk to community facilities and economic damages to properties in Edinburgh at Murrayfield and Roseburn	The City of Edinburgh Council	2018 onwards

Flood Prevention - Actions

Action Ref	Action Title	Action	Partners	Timescale
FL12	Braid Burn Flood Protection Scheme	Continue to maintain the existing flood protection scheme, reducing the risk of flooding to homes and businesses along the Braid Burn between Redford Road and Portobello	The City of Edinburgh Council, Scottish Water, Network Rail, Scottish Environment Protection Agency, Scottish Natural Heritage, and private landowners	Ongoing
FL13	Greendykes and Nether Craigour	Continue to maintain the existing flood control structure, flood storage area and flood defences	The City of Edinburgh Council	Ongoing
FL14	Coastal flood defences	Continue to maintain existing flood defences along the coast.	The City of Edinburgh Council, Scottish Water, Network Rail, Marine Scotland, Scottish Environment Protection Agency, Scottish Natural Heritage, and private landowners	Ongoing
FL15	Reservoir maintenance	Continue to maintain the reservoirs in the upper catchment of the Water of Leith to reduce peak flows and lower river levels downstream.	The City of Edinburgh Council	Ongoing
FL16	Assessment and Inspection, Clearance and Repair	Local authorities have a duty to assess watercourses and coastlines and carry out repair works where such works would substantially reduce flood risk.	The City of Edinburgh Council, asset/land managers	Ongoing
FL17	Emergency Response	CEC responsibilities may include activating flood defence systems, provision of sandbags and other flood prevention controls, road traffic management, closures and diversions, assisting with warning and alerting arrangements, contributing to media and public information strategies, establishing emergency rest centres for the care and welfare of persons evacuated or affected, coordinating the longer term recovery measures for rehabilitation of the community and restoration of the environment	During severe flooding, the City of Edinburgh Council will work in partnership with the Emergency and Health Services, SEPA, Met Office, Scottish Water, Voluntary Organisations and other agencies to coordinate the response to the incident.	As and when required

Flood Prevention - Actions

Action Ref	Action Title	Action	Partners	Timescale
FL18	Strategic Mapping and Modelling - sewer catchments	Scottish Water will review the assessment of flood risk within the highest risk sewer catchments to improve knowledge and understanding of surface water risk	Scottish Water	2016-2021
FL19	Awareness raising	<p>SEPA and the responsible authorities have a duty to raise public awareness of flood risk. Improved awareness of flood risk and actions that prepare individuals, homes and business for flooding can reduce the overall impact. From 2016 SEPA will engage with the community through local participation in national initiatives, including partnership working with Neighbourhood Watch Scotland. In addition, SEPA will engage with local authorities and community resilience groups where possible. Local authorities will be undertaking additional awareness raising activities.</p> <p>The City of Edinburgh Council will engage at project level when required.</p>	Scottish Environment Protection Agency (SEPA), Scottish Flood Forum, community flood action groups and local authorities	Ongoing
FL20	Site Protection Plans	Site protection plans are developed to identify whether normal operation of a facility can be maintained during a flood. This may be due to existing protection or resilience of the facility or the network. Edinburgh Airport operates a site protection plan.	Edinburgh Airport, other organisations	Ongoing
FL21	Natural Flood Management	Identify opportunities for natural flood management or other enhancement projects arising from the flood risk plans.	The City of Edinburgh Council Planning and Transport, SEPA, Scottish Natural Heritage	2016-2020
FL22	Reach agreement on SUDS between Scottish Water and CEC	The system for adoption of SUDS by Scottish Water requires review. Once rectified this will allow faster adoption of SUDS schemes, improving efficiency and maintenance.	The City of Edinburgh Council, Scottish Water	Ongoing

Society & Economy

Communities across the city are vulnerable to a whole range of impacts from climate change, including flooding, damage to property and temperature fluctuations. The National Flood Risk Assessment for Scotland estimated that the average annual damage to homes, businesses and agriculture from all sources of flooding is between £720m and £850m. In addition to the personal distress and health impacts of flooding, this represents a significant impact on Scotland's economy. In 2015, Edinburgh's estimated population was 498,810, and predicted to grow by 8.8 per cent by 2037². As Edinburgh's population grows, so does its vulnerability to these impacts.

Certain groups of people can be more vulnerable than others. This includes people living in areas at risk of, for example, flooding or excessive heat due to environmental conditions or poor building quality, and people who are already deprived by health, level of income, quality of their homes and mobility, the elderly and the very young.³ Extreme weather-related events are likely to increase mental as well as physical health problems.

There are around 2,000 heat-related deaths per year across the UK. The risk to health is projected to increase in the future as

temperatures rise. Although the current level of risk is probably small, the future risk is unknown for homes, hospitals, care homes, schools, offices and prisons in Scotland. Policies do not exist at present to adapt homes or other buildings to higher temperatures projected for the future.

Indirect climate impacts, such as price fluctuations and the availability of certain foods and goods, will also impact on individuals, communities, and the economy.

This Action Plan aims to raise awareness of these impacts and ways to increase service and community resilience to them through partnership, neighbourhood and locality working. The Edinburgh Community Resilience Project aims to help neighbourhood areas enhance their capacity to respond to and recover from resilience incidents. The ['Are we ready'](#) toolkit developed by the Scottish Communities Climate Action Network aims to support community groups to start conversations about becoming more climate resilient. The Royal Botanic Gardens host events and talks to raise awareness of the social and environmental impacts of climate change in Edinburgh and possible ways to adapt to these.

¹[National Records of Scotland mid year population estimates 2015](#)

³ Sniffer, (2009), Project UKCC22, Differential Social impacts of Climate Change in the UK

Society & Economy

Climate change poses threats to the future prosperity of Edinburgh. A vibrant economy is vital to the continued success of the city and the well-being of its communities. Appropriate adaptation is required to maintain a city that remains attractive to investors and businesses. Informing and encouraging local business is of crucial importance to achieving this goal. Taking early action now will ensure businesses are best prepared for the impacts of climate change and able to take full advantage of the business opportunities offered by a changing local and global climate.

Business, tourism, the arts and service sectors are raising awareness and taking measures to adapt to a changing climate. The Green Arts initiative (GAI) raises awareness of the impacts and potential actions that arts organisations, venues, bodies and individuals can take. Edinburgh is a festival city, so it is vital that all its festivals are fully adapted to any future impacts.

Tourism is a vital part of Edinburgh's economy. The Insight Department at Visit Scotland published a paper on '[Extreme Weather Impact on Tourism and Events](#)' (March 2013) which looks at trends in extreme weather events and how tourism businesses and events can become more resilient.

Engagement with communities and business will continue as this Action Plan progresses.

Edinburgh Adapts Climate Change Adaptation Action Plan 2016-2020



"The University of Edinburgh has 35,000 enrolled students, 13,000 staff and 550 buildings, making us a large community and a significant part of the city of Edinburgh. We are pleased to endorse the Edinburgh Adapts Action Plan and aim to contribute fully to its implementation and to continued development of adaptation measures for the city through partnership working."

Society & Economy – Actions

Action Ref	Action Title	Action	Partners	Timescale
SE1	Edinburgh Community Resilience Project (Pilot)	<p>To help neighbourhood areas enhance their capacity to respond to and recover from resilience incidents. Specific aims are to:</p> <ul style="list-style-type: none"> • help community groups to develop a stronger facilitating role for mitigating resilience risks • provide advice on the risk of resilience incidents occurring in or affecting their locality or constituency • suggest mitigating actions to enhance preparedness • provide support to develop appropriate resilience arrangements to enable response and recovery <p>Two Neighbourhood Partnership areas will be selected to take part in the pilot Project. Those who choose to do so will be given the opportunity to, using templates developed as part of the project, develop local resilience plans.</p>	Corporate Resilience Unit, Category 1 Responders, other relevant agencies, Neighbourhood Partnerships, community-based groups	18-month pilot
SE2	Partnership & locality working	Through partnership, neighbourhood and locality working, raise awareness of the impacts of climate change and ways to increase service and community resilience to these.	City of Edinburgh Council Strategy & Insight, Edinburgh Partnership, Neighbourhood Partnerships, Locality Leadership Teams, Community Planning partners	2016-2020
SE3	Public Sector Sustainable Food Procurement	Improve food resilience by developing more sustainable food procurement practices by the city's public sector organisations	Edinburgh Food for Life Partnership	2012-2019
SE4	Food Hubs - development proposals	<p>Consider potential for local community food hubs to</p> <ol style="list-style-type: none"> Alleviate poverty Support the local food economy and shorten supply chains, and Build local resilience 	Edible Edinburgh, Glasgow Food Policy Partnership, City of Edinburgh Council, Glasgow City Council, Nourish Scotland, key Edinburgh and Glasgow food groups	2015 onwards

Society & Economy – Actions

Action Ref	Action Title	Action	Partners	Timescale
SE5	Measure Edinburgh's progress as a 'Sustainable Food City'	<ol style="list-style-type: none"> Undertake a study of sustainability of Edinburgh's current food system to establish a baseline for – <ol style="list-style-type: none"> monitoring change. Identifying priority issues for action Development of a framework for regularly measuring progress 	Edinburgh Centre for Carbon Innovation, Edinburgh's universities	2016
SE6	Local Sustainable Food Growing Strategy	To foster and support the development of resilience in local food systems and communities. Edible Edinburgh will engage and consult on the development of a local food growing strategy.	Edinburgh Local Food Network, Federation of City Farms and Community Gardens, Community Land Advisory Service, local growing groups, CEC Planning and Environment, Edinburgh & Lothian Greenspace Trust, Scottish Wildlife Trust, Development Trust Association Scotland	2016-2020
SE7	MSc Participation in Policy and Planning Food project	MSc student project to engage with key stakeholders on methods to take forward community food hubs, develop a baseline for measuring of Edinburgh's progress as a Sustainable Food City and a local sustainable food growing strategy, and for access to vacant or derelict land for food growing or temporary greening.	University of Edinburgh MSc Participation in Policy and Planning course, Edible Edinburgh	January – March 2017
SE8	Adaptation advice, support, awareness raising and research	Promote adaptation through providing advice and support to local businesses and organisations on adaptation, and undertaking research into tackling the challenges of the impacts of climate change	Edinburgh Centre for Carbon Innovation, ClimateXChange	Ongoing
SE9	The Green Arts Initiative (GAI)	Through the Green Arts initiative (a community of practice for arts organisation), raise awareness of the impacts of climate change and any potential actions that arts organisations, venues, bodies and individuals can take.	Creative Carbon Scotland, Festivals Edinburgh, Green Arts Initiative members	2013 onwards

Society & Economy – Actions

Action Ref	Action Title	Action	Partners	Timescale
SE10	PAS Training Programme - Engagement & Awareness	Training programme to raise awareness of climate change impacts and resilience to these through supporting built environment professionals and community organisations to engage with adaptation	Adaptation Scotland, PAS, partners	Ongoing
SE11	PAS planning advice helpline	A free and impartial advice service on planning and related matters for individuals and community groups, to enable people to understand and engage with the planning system	PAS Advice Service	Ongoing
SE12	Community Raingardens	Work with community groups to promote and develop community green roofs and raingardens	Grow Wild Scotland	2016-17
SE13	Community Mentoring	Fund and support Grow Wild Volunteer Mentors as advisors providing community groups with advice and support on a range of plant and wild flowers related areas.	Grow Wild Scotland	2016-17
SE14	Living Wall	Create a living wall as part of the Edinburgh Festival	Lymbus	Subject to funding
SE15	VisitScotland Quality Assurance Scheme [Scotland wide]	This scheme already undertakes a basic assessment of sustainability actions within quality assured tourism businesses in the City. From 2016 onwards some basic advice around adaptation and signposting to further advice from Adaptation Scotland will be provided where relevant. A 'Better Business Guide' providing an introduction and basic advice and signposting is available to all businesses on visitscotland.org website.	VisitScotland	Ongoing
SE16	VisitScotland Taste Our Best [Scotland wide]	A VisitScotland business accreditation aimed at promoting the use of local and Scottish produce in the catering and hospitality sectors.	VisitScotland	Ongoing
SE17	Adaptation showcase and information hub	A demonstration site/network which can be used to both showcase successes and best practice, and provide information and support to those looking to take independent adaptation action.	RSPB, Schools, community groups, Edinburgh Living Landscapes, Community Councils, Friends Groups (i.e. Friends of the Meadows), tenant/housing groups.	Early stages

Society & Economy – Actions

Action Ref	Action Title	Action	Partners	Timescale
SE18	RBGE awareness raising	Through RBGE events and talks, raise awareness of the social and environmental impacts of climate change in Edinburgh, and possible ways to adapt to these	Royal Botanic Gardens Edinburgh	Ongoing
SE19	Are we ready' toolkit and workshops	Package of resources to support community groups to start conversations about becoming more climate resilient. Consists of a short film, workshop guide and information sheets. Workshops can be run with different community groups and aim to raise awareness of the need to adapt to local impacts and reduce emissions as a first stage in preparing a community resilience action plan.	Scottish Communities Climate Action Network (SCCAN), Adaptation Scotland	Ongoing
SE20	Community Adaptation Network	Work with the Community Adaptation Network to increase community resilience to climate change in Edinburgh	Edinburgh Adapts Steering Group, Adaptation Scotland, Community Adaptation Network	Early stages
SE21	2050 Climate Group	The 2050 Climate Group will empower young people to be part of the decision making process across all aspects of society to push for strong actions to support climate change mitigation to reduce as far as possible the need for adaptation. This will be achieved through the 2050 Young Leaders Development Programme and other work of the Group.	2050 Climate Group	Ongoing

Additional Actions

As part of the Edinburgh Adapts engagement exercise, we asked stakeholders if there were any other actions they would like included in the Plan if appropriate resources and funding were available. These additional or aspirational actions are shown below:

Action Ref	Action Title	Action	Partners	Timescale
ASP1	Citywide risk registers	Encourage the incorporation of climate-related risks into Risk Registers citywide	All sectors of the city	2016-2020
ASP2	Socio-economic analysis of status quo vs well adapted city	Undertake a study to compare the costs and co-benefits of 'business as usual' and 'well adapted' scenarios. This would be a holistic research project looking at the benefits, risks and constraints acting on the city. It would focus on the multiple, cross-sector benefits that can come with adaptation actions (including those to health, community cohesion etc.)	To be decided	To be decided
ASP3	Forward planning to ensure adaptation is embedded into infrastructure and maintenance/upgrading projects and work	Develop mechanisms and communications channels to ensure adaptation and green infrastructure are promoted and embedded in future development and maintenance works through planned intervention and piggybacking measures.	The City of Edinburgh Council Environment, Transport and Planning, Scottish Natural Heritage, Scottish Water, Scottish Power, Scottish and Southern Energy, land-owners and developers, other road and transport stakeholders, etc	Ongoing
ASP4	Permeability Retrofitting	Create a plan and budget to retrofit permeability into existing urban surfaces	The City of Edinburgh Council, Scottish Natural Heritage, Scottish Water, Scottish energy providers, land-owners and developers, other road and transport stakeholders, etc	Ongoing
ASP5	Expand the use of park-lets	Essential Edinburgh partnered with Dobbies to create park-lets on George Street to improve the look of the street. This scheme could be expanded throughout appropriate spaces in the city, with businesses adopting their own parklets. This would extend habitats and help to green the urban environment.	Essential Edinburgh, other stakeholders	2016 onwards

Additional Actions

Action Ref	Action Title	Action	Partners	Timescale
ASP6	Edinburgh Indoor Market	Create a permanent indoor market place in Edinburgh to give local producers a way to connect with local customers. This would build on the success of the current farmers market. King Stables Road is a possible location.	Edible Edinburgh, Essential Edinburgh	
ASP7	Adaptation Champions	Recruit high profile Edinburgh leaders and citizens to be champions for adaptation and sustainable living.	All sectors of the city	2017 onwards
ASP8	Retain brownfield sites as areas to develop greenspaces	Develop certain brownfield sites as greenspaces and/or parks as city is regenerated. Sites could include community growing spaces. Recognise biodiversity value of brownfield sites - rare plants and invertebrates	CSGN Buglife Study & RBGE work Scottish Natural Heritage advisory role	2016-2020
ASP9	Sea level rise and Edinburgh's coast line	'The Edinburgh Shoreline Exhibition' RBGE, 2018. Hope to raise awareness of climate impacts such as sea level change, together with climate adapted future land use	Royal Botanic Garden Edinburgh, Edinburgh Living Landscape, Scottish Natural Heritage	to 2018
ASP10	Street trees	Increase the number of street trees in the city, raise awareness of the amount of trees currently being lost and the need for trees in the city, and promote heritage trees.	The City of Edinburgh Council Environment, Edinburgh World Heritage Trust, RBGE	2017 ongoing

Monitoring and Indicators

Annual progress reports will be produced over the life of this action plan. These reports will be submitted to the Edinburgh Sustainable Development Partnership and shared with partners.

The remit of the Edinburgh Adapts Steering Group is to oversee the development and implementation of the Action Plan. This includes monitoring adaptation projects and reporting on their progress.

The City of Edinburgh Council's Strategy and Insight Division will assist the Steering Group in monitoring the action plan.

Measuring adaptation is a complex policy issue and we will continue to monitor EU, UK and Scottish Government, and academic research to inform our practice, and work with our partners to improve our approach. An annual report on progress will be produced.

Indicators

A number of indicators are being developed to show active progress towards achieving the actions in this action plan.

Progress on some of these actions will be reported on in the annual reports of the organisations who have contributed actions. For public sector organisations, progress on some of the actions will be reported as part of their mandatory reporting duties under the Climate Change (Scotland) Act. Indicators will be developed for the remaining actions.

The City of Edinburgh Council's Strategy and Insight Division will collate this information and provide assistance in developing indicators for the remaining actions.

A RAG assessment will be provided for each action in the Action Plan. In addition, the indicators could be categorised as structural or community measures. Possible structured measures could include measuring by pre-designated spatial planning area, including volume of green structures (e.g. greenspace, living roofs and walls) water systems (e.g. retention, flowing and flooding), energy (efficiency and renewables) and urban structure (urban design and texture). Possible community measures could include awareness campaign, consultation exercise and co-production project impacts.

VERSION CONTROL

This document will be reviewed annually to ensure it is accurate and up to date.

No.	Version	Date	Initials	Description
1	V1.01	August 2016	FM	Initial year of the Edinburgh Adapts Action Plan

Appendix 2

Edinburgh Adapts: Vision document text [draft]

Edinburgh Adapts aims to help our city adapt to the challenges of our changing climate. Our vision is for an Edinburgh that considers climate risks and opportunities at all levels of decision making, works with the grain of our valuable nature systems, is resilient to the shocks of extreme weather, and where citizens live healthy, happy, lives safe from the unavoidable impacts of climate change.

Foreword/Introduction

Scotland's climate is changing and the impacts on Edinburgh are already being felt: average temperatures are rising and heavy downpours are becoming more frequent. The city has many initiatives in process to reduce our carbon emissions, helping in the global fight against climate change. However, while working to reduce our carbon footprint and our impact on the planet, our city must also prepare for unavoidable impacts of climate change.

Edinburgh is Scotland's capital and our country's second most populous city. Our Old and New Towns are jointly listed as an UNESCO World Heritage Site, we have some of the best and most expansive city centre greenspace in the world, we are a global centre for learning, we host the biggest annual international arts festival in the world, we are the second largest financial and administrative centre in the UK, and the second most popular tourist destination. To protect this proud heritage, it is essential that we adapt our city in order to minimise the social, economic and environmental impacts of climate change.

Our Vision for a Climate Ready Edinburgh is one in which we work in partnership to take early action to prepare for the challenges we will face in the future. No one organisation, community, business or individual will be able to adapt to climate change alone, so adaptation provides a unique opportunity for our city, and all those who call it home, to work together on the common goals of securing safety and prosperity for all.

The decisions and investments we make today will determine how we live with climate change in years to come. This Vision was created by representatives from organisations across the city, giving voice to our collective hopes for the future and creating a picture of the results of the adaptation actions listed in the Edinburgh Adapts Action Plan. The Vision and Action Plan are a starting point on our adaptation journey, a journey with many different possible goals and paths to take. To help shape the climate ready Edinburgh you want to see, we invite you to join the conversation.

The challenge¹

Rain, sun, wind, snow and hail – and that’s just on an average Tuesday – Edinburgh is well-used to changes in the weather. Whether out catching rays in the Meadows or wrapped in a blanket watching fireworks crown Calton Hill, Edinburgh is not a place to let a little thing like the opening of the heavens to put a damper on its spirit. However, just as the barometer can swing wildly on any given day, significant changes are now being recorded in long-term local weather patterns due to climate change and these will have far-reaching consequences on the way the city functions.

Research shows the climate in the East of Scotland is set to get warmer and wetter, increasing the risk of storms, flooding and the potential for extended periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East Scotland coast.

If there continues to be a discharge of medium to high amounts of greenhouse gases into the atmosphere then in the East of Scotland it is possible that by 2050:

- Average temperatures will increase in all seasons, with the greatest increase in summer. What is considered a heatwave or extremely hot summer today will occur more frequently in future.
- Rainfall is projected to become more seasonal, with an increase in average winter and autumn rainfall. Average summer rainfall may decrease. Heavy rainfall events may occur more frequently in winter, spring, and autumn. An increase in summer heavy rainfall events is uncertain.
- Snow is projected to be less frequent in coastal locations like Edinburgh with rising temperature, although by how much is complicated by increased winter precipitation.
- The growing season will continue to lengthen due to increasing temperatures in spring and autumn.
- Winter storms with extreme rainfall may become more frequent, although there is large uncertainty in models.
- Sea level will rise

The final impact of climate change on Edinburgh will vary depending on the success of global mitigation efforts, but even a relatively modest increase in temperature is likely to bring significant changes.

- 1. Warmer, drier summers

A little less rain might sound quite appealing when huddled under a bus shelter in mid-July, but hotter, drier days bring their own challenges and running out of factor fifty is only the first.

¹ The data used in this section is taken from Assessment of ‘Overall Confidence’ in scientific evidence for individual statements: High (H), Medium (M) and Low (L). Note: in preparation by CXC and Adaptation Scotland, methodology to be similar LWEC Climate Impact Report Cards.

In the final document we will include graphs showing recent climate trends to illustrate that change is already underway.

Met Office data shows a clear warming trend for summer temperatures in Edinburgh in the period 1961-2010. This rise is in line with the most up to date climate projections and has resulted in an increase of average summer daytime temperature by 0.75°C. While more sunny days may encourage people to enjoy the outdoors, overheating can pose serious risks to vulnerable people and buildings. As well as getting hotter, these trends suggest summers will become drier, reducing the amount of water that can be captured from precipitation.

- 2. Milder, wetter winters

Edinburgh is not a place to let long, dark winter nights go unanswered. Whether it's toasting the bells in Princes Street Gardens or lighting up the night with a dance of fireworks, we take what the winter has in store for us and make the best of it.

Winter in our city is projected to become milder and wetter. This process is already underway with climate data showing a rise in average winter temperatures since 1961. These higher temperatures are likely to reduce snowfall across the region, however overall precipitation will increase, with earlier data showing Edinburgh is already experiencing a 4% increase in rainfall intensity in autumn and winter.

- 3. Greater frequency and intensity of extreme rainfall and other severe weather events

Our city is a place where bins regularly chew on broken umbrellas and gale gusts hide behind corners waiting to spring their ambush on the unprepared.

These heavy rainfall events are growing in both volume and frequency. Our city has seen a 5% increase in heavy rainfall events (days when the quantity of rain that fell was equal to or greater than 1mm) and an average 6mm more rain per month between 1981-2020 than in the period 1961-1990. This heavy rain, and other extreme weather events, can lead to flooding, disruption of essential services and damage to infrastructure and buildings.

- 4. Rising sea levels

Many of us like to enjoy the sand under our feet on Portobello Beach but as the sailors who have passed through the port of Leith know the sea can be a tricky beastie.

Rising global temperatures affect sea level in two ways. Firstly, as land-based ice melts, more water is added to ocean basins. Secondly, as the sea warms, the water itself expands, increasing its existing volume. Luckily in Edinburgh coastal flooding has not been a significant issue up to now. However, even on the most conservative estimates, climate projections show sea levels around our city are likely to rise. While this will be a gradual process, decisions will have to be made as to how we manage this new risk from the sea.

Theme 1: Governance

By 2025...

It's been ten years since businesses, communities and organisations across the city, came together to develop Edinburgh's first adaptation action plan and the benefits are clear to see. The combining of new research on local climate impacts with social and economic indicators has allowed resources to be targeted at areas most at risk, ensuring those most vulnerable are protected from the immediate results of climate change. Adaptation projects have contributed to transformational change, reducing inequality and empowering communities. By training staff in adaptation principles, organisations across the city now give consideration to climate resilience at all stages of their strategic planning, ensuring they are not caught out by changing conditions.

The Edinburgh Adapts Steering Group continues to champion adaptation in the city by facilitating the exchange of ideas among an expanding group of key stakeholders, supporting new partnerships and galvanising support for the adaptation agenda among city leaders. As the city continues to change, a clear communication strategy helps the public understand the reasons and benefits of adaptation improvements. Good monitoring and evaluation has created an impressive bank of practical case studies and demonstration projects. These successes are drawing the attention of the international adaptation community, opening up further funding opportunities and showcasing Edinburgh as a pioneer of climate resilience.

By 2050...

Empowered communities, responsible businesses and public sector organisations are continuing to work together in trust and partnership to shape how the city develops. As Edinburgh faces new challenges and opportunities, all parties collaborate to make sure climate resilience is taken account of in city plans, policies and investment decisions.

An engaged population is kept informed of risks such as heatwaves and severe weather through a flexible communications strategy, with neighbourhood networks helping emergency services to put well designed contingency plans into action.

A significant bank of practical case studies on urban climate change impacts, built up over years of robust data gathering and research, allows Edinburgh to act as a knowledge hub for similar cities. The capital is staying ahead of the curve, with a reputation as an adaptation champion, continuing to attract talented thinkers, fresh investment and international recognition.

Theme 2: Natural Environment and Greenspace

By 2025...

Distribution and populations of plant and animal species across the city are changing, with some species flourishing while others become less common. Regular monitoring of much loved woodlands, parks and waterways allow the city to protect these natural havens from new pests and diseases, and ecosystem health is improving year on year. Well maintained wildlife corridors help animals move safely through the city, and a diverse biological management approach increases ecosystem resilience.

Communities are supported to make their gardens and growing spaces wildlife friendly, naturally spreading resilience-boosting ecological networks across the city. At the same time, adaptive incentives ensure developers connect new-builds to these networks, preventing barriers and expanding usable greenspace for all. Some brownfield sites and disused industrial areas are being transformed into pop-up community gardens, growing spaces and wildflower meadows, while others are retained as valuable habitats in their own right. This flourishing of nature is encouraging residents to spend more time outside, bringing benefits to health and wellbeing. Appropriate greenspace is being used to provide areas for holding water during heavy rainfall events, while increasing tree cover supplies shade during warmer weather and draw pollutants from the air.

These adaptation improvements are co-designed with the city's Biodiversity, Open Space and Living Landscape strategies in mind and are captured by innovative mapping, giving policy makers a holistic picture of the city's natural environment. As a result, the natural environment is acknowledged as playing a vital role in protecting people, their homes and their businesses.

By 2050...

From atop Arthur's Seat green threads weave through Edinburgh, a natural web connecting tree-lined neighbourhoods to flourishing community gardens and parks ringed with wildflowers that change with the seasons. Nature has grown vertically as well, with edible wall-gardens and living roofs increasing biodiversity while also helping to manage water and temperature throughout the year.

Natural flood management schemes coupled with green infrastructure and the re-wilding of the city's rivers, streams and waterways is improving biodiversity while harnessing natural processes to improve drainage and water quality.

The impacts of new pests brought by the changing climate are kept to a minimum by maintaining a balance of diverse species and controlling invasive species. The public are aware of potential risks and contribute to an effective ecological monitoring scheme which allows swift action to protect nature from emerging threats.

Food production is highly visible in the city again. A wide variety of fruit trees, herbs and vegetables grow in city parks, tended and harvested by local communities. Sharing these skills, keen residents are being supported to transform private gardens into edible enclaves, increasing food security and reconnecting people with the food on their plate.

The city's vibrant, green reputation is attracting new families and new investment. Schools are taking advantage of the gardens on their doorsteps to teach children to engage with nature, bringing the classroom outside, and the increased opportunities for outdoor recreation have improved health and wellbeing across the population.

Theme 3: The built environment, infrastructure and flood prevention

By 2025...

Thanks to climate smart planning and financing, active travel and use of sustainable public transport continues to grow across the city, reducing pressure on transport infrastructure, improving health

and creating a more resilient network. With fewer people commuting by car, and cargo-bikes being used for many local deliveries, streets are quieter, cleaner, and more multi-functional spaces. With less congestion on key routes and proactive road maintenance ensuring road surfaces are resilient to new climate pressures, essential travel and haulage has become more efficient.

From the proud grandeur of the castle to lived-in charm of our many tenements, maintenance of Edinburgh's iconic historic buildings is being gradually and subtly adjusted to take account of the changing climate, safeguarding the city's heritage without altering its globally celebrated character and significance. These improvements are exemplars of best practice, mixing new technology with traditional techniques and materials. Events and new guidance targeting both public agencies and private owners allow these lessons to be shared widely throughout the city and Edinburgh's innovative approach draws the attention of other historic European urban centres, themselves facing similar pressures from the changing climate. New developments combine cutting edge technologies with green/blue architecture, such as permeable paving and rain gardens, to create demonstration sites and new buildings that are climate ready. By utilizing natural systems this green/blue infrastructure is also delivering co-benefits for carbon reduction efforts, linking climate change adaptation and mitigation.

Disruption to the public and to critical infrastructure is kept to a minimum despite an increase in the number of heavy rainfall events. By investing in sustainable drainage systems, keeping existing channels clear and redirecting water flows to areas of natural permeability, water is able to flow through the city in a controlled manner, reducing the potential for damage and keeping insurance costs low.

By 2050...

Edinburgh's seven hills are connected by roof-top meadows and tree-lined streets, with communities, businesses and nature thriving side-by-side. The towering grandeur of the Old Town and the elegant rise of the New Town are joined by a thread of innovative climate smart developments, while established communities are connected to the city centre by active travel greenways.

Community gardens, growing spaces, permeable pathways and segregated cycle lanes have replaced hard surfaces, improving water permeability across the city. With fewer cars, whole streets have been reclaimed for pedestrians. Transformed into greenways, they naturally cool the city during heatwaves and protect property during flooding by allowing water to drain faster. These thoroughfares also provide new civic areas and encourage children to play outside, engaging with nature and improving their health.

Sea levels continue to rise, but land use planning and improvements to coastal defences are protecting shore communities and important industrial areas. The city is flexible and resilient: flexible from using natural process and state of the art technology to move with the grain of the weather; resilient through using diverse energy sources – including community and small scale utilities projects – ensuring it is insulated from shocks in other areas.

Theme 4: Society and Economy

By 2025...

Edinburgh is seeing multiple rewards from early investment in adaptation. The city's businesses are benefiting from a reputation for resilience, increasing confidence amongst clients and investors, and encouraging entrepreneurs and talented staff to make the city their home. Climate opportunities and risks are well communicated, and businesses understand their impacts and dependencies on the wider environment. This preparedness keeps local businesses ahead of the curve, while flexible working and strong ICT infrastructure allow more people to work from home, reducing commuting and giving more space for family life.

Key events in Edinburgh's cultural calendar are prepared for more frequent extreme weather, safeguarding the city's status as an international creative hub. In turn, universities and research institutes are seizing the chance to work with the city on cutting-edge adaptation projects, attracting funding and experts from across the world, and confirming Edinburgh's place in the top-flight of innovative, adaptive cities.

Work to protect the city keeps pace with the emergence of new risks. Targeted flood management improvements are informed by climate projections and prioritise the city's most vulnerable areas. As well as changing the fabric of the city, pilot resilience projects are giving citizens a real say in planning decisions, empowering neighbourhoods to meet the challenges of climate change as a community.

By 2050...

Edinburgh is widely regarded as one of the best cities in Europe to live in. Building on early successes, its distinctive neighbourhoods have risen to the adaptation challenge. Supported by local community hubs, food growing in gardens and biodiverse greenspace has greatly expanded across the city, helping people become healthier and happier. In times of extreme weather events and other emergencies these community hubs transform, using established, trusted networks to provide help and advice to those most at risk.

Edinburgh has seized the opportunities afforded by changing tourism patterns and made sure its many festivals and celebrations are climate ready, enhancing its status as a world destination. As a result the city's cultural calendar maintains a well-earned reputation for resilience, allowing residents and visitors alike to enjoy an abundance of recreational activities throughout the year.

Businesses, universities and research institutions are at the forefront of urban adaptation, exporting pioneering skills and technology to meet growing demand, and cementing Edinburgh's position as a centre of excellence. Excellent public transport and ICT infrastructure safeguards economic resilience, creating confidence in business continuity and flexibility for employees. These essential networks are powered by sustainable energy solutions, with good local capacity to insulate the city from disruption elsewhere.

Conclusion: Making it happen

Climate change is having a profound impact on the people, the businesses, the infrastructure and the natural habitats of cities around the world. There is an urgent need to take account of these impacts in the ways we manage, plan, work and live in our urban centres. The longer we wait, the more difficult these challenges will become.

The Edinburgh Adapts partners, and the wider Edinburgh Partnership Family, are committed to taking a leading role in making our city climate ready. This Vision sets out our ambitions for the future of the city; at its heart is a belief the challenges of climate change can be a catalyst to a more healthy, equal, prosperous city that is resilient to shocks and works with the grain of its underlying natural systems.

Organisations and communities across the city are already working in trust and partnership to achieve this goal. The first Edinburgh Adapts Climate Change Adaptation Action Plan, published alongside this Vision, contains over 100 actions agreed by our partners and forms the first steps in our adaptation journey. Progress on these actions will be regularly reviewed and reported by the Edinburgh Adapts Steering Group. However, to become truly climate ready will take the whole city, and that includes you! If you would like to find out more about how you, your community or your organisation can contribute to this climate ready vision please get in touch!

To view the Action Plan and other sustainability initiatives across the city visit www.sustainableedinburgh.org

Appendix 3

Edinburgh Adapts Steering Group

Terms of Reference

The Edinburgh Sustainable Development Partnership (ESDP) has agreed to the establishment of a Steering Group on climate change adaptation.

1. Vision

1.1 Edinburgh Adapts vision (once agreed)

2. Remit

2.1 The remit of the Edinburgh Adapts Steering Group (EASG) is to:

Oversee the development and implementation of Edinburgh's Climate Change Adaptation Action Plan. In particular, encourage and facilitate partnership working to ensure Edinburgh continues to be a climate-resilient city.

2.2 The Steering Group will report back to the Edinburgh Sustainable Development Partnership on a quarterly basis.

2.3 The Terms of Reference will be updated as required to ensure they are fit for purpose and reflect the changing nature of adaptation in the city.

3. Role

The role of the Edinburgh Adapts Steering Group is to:

- 3.1 Monitor adaptation projects and report on progress;
- 3.2 Facilitate partnership building in order to develop and implement future adaptation actions;
- 3.3 Ensure research into Edinburgh's changing climate and likely local impacts is kept updated and made readily available to decision makers;
- 3.4 Engage with key stakeholders who are not already involved in city-wide adaptation;
- 3.5 Identify and resolve gaps in climate resilience activity;
- 3.6 Coordinate a detailed review into climate risks in the delivery of services and operations by partners, and recommend necessary actions;
- 3.7 Work together to address citywide climate risks and to build community and business resilience;
- 3.8 Identify possible sources of funding to achieve the aims of the plan;

- 3.9 Meet obligations arising as part of the city's membership of the EU Mayors Adapt initiative (including the preparation of action plan revisions);
- 3.10 Meet the Public Bodies Duties obligations of the Public Bodies who are members of the ESDP.

4. Membership

- 4.1 The Steering Group will consist of a Chair, Vice Chair, and members from a range of organisations who are or should be involved in adaptation work across the city.
- 4.2 Initial members will be drawn from organisations which have submitted actions for inclusion in the first Edinburgh Adapts Action Plan and/or original Edinburgh Adapts Task Group members.
- 4.3 Additional members, actively involved in adaptation research or project implementation, may be invited to join at the Steering Group's discretion.

5. Support

- 5.1 The group will be supported by the Council's Strategy and Insight Division, who will also provide technical and policy support.

6. Reporting arrangements

- 6.1 Meetings will be held 3-4 times a year (or more frequently if required) and will be used to update progress on the Adaptation Action Plan, and the achievement of the Steering Group's objectives;
- 6.2 Meetings will not be open to the public but papers, agendas and minutes will be published promptly on the ESDP's website (once established).
- 6.3 The EASG will submit an annual review and update to the Edinburgh Sustainable Development Partnership.
- 6.4 The EASG will, in due course, prepare a full revision of the Edinburgh Adapts Action Plan as a requirement of the city's membership of the EU Mayors Adapt initiative.

Members

Scottish Wildlife Trust/Edinburgh Living Landscapes Partnership

Edinburgh World Heritage

Historic Environment Scotland

University of Edinburgh/Edinburgh Centre for Carbon Innovation

Heriot Watt University

Edinburgh College

Royal Botanic Gardens Edinburgh

City of Edinburgh Council – Strategy & Insight Division

City of Edinburgh Council - Corporate Resilience Unit

Edinburgh Biodiversity Partnership

Adaptation Scotland/Sniffer

EDINBURGH URBAN DESIGN PANEL

Edinburgh Adapts Action Plan

REPORT
of meeting held at
the City Chambers
on 27 April 2016

Presenters

Fiona Macleod
James Garry

City of Edinburgh Council
City of Edinburgh Council

Caroline Peacock

City of Edinburgh Council

Panel members

David Leslie
Marion Williams
Hugh Crawford
Richard Llewellyn
Bob Bainsfair
Mairi Creanor

Chair – City of Edinburgh Council
The Cockburn Association
RTPI in Scotland
Napier University
Landscape Institute Scotland
Police Scotland

Charles Strang
Sindhu Menon
Donald Canavan
Ola Uduku
Susan Horner

EAA
EAA
EAA
ESALA
Secretariat – City of Edinburgh Council

Apologies

James Morgan
Steven Robb

Heriot Watt University
Historic Environment Scotland

Executive Summary

The Panel welcomed the opportunity to comment on this initiative which has allowed reflection of how sustainability is addressed in the development process and how the work of the Panel can assist in the Edinburgh Adapts Project.

Main Report

1 Introduction

- 1.1 The Edinburgh Adapts Project is being implemented by the Edinburgh Sustainable Development Partnership (ESDP) in partnership with the Adaptation Scotland programme.

The Resilient Edinburgh Climate Change Adaptation Framework was approved by the City of Edinburgh Council's Transport and Environment Committee on 28 October 2014 and endorsed by the ESDP on 12 November 2014. The Action plan is to be reported to the Transport and Environment Committee in August 2016. The Panel's report will be appended to this report.

- 1.2 The Framework sets out Edinburgh's strategic approach to increasing resilience to the impacts of climate change, identifies priority actions, and commits partners to ongoing monitoring and reporting, including the development of a detailed action plan during 2015-16.

To address the priorities for action identified in Resilient Edinburgh, Adaptation Scotland has worked with the ESDP, with the support of an Edinburgh Adapts Task Group, and citywide stakeholders, to co-produce an Edinburgh Adapts Action Plan for the city.

- 1.3 The aims and objectives of the project are to:

Develop a shared adaptation action plan as required by the Resilient Edinburgh Climate Change Adaptation Framework;

Build citywide capacity to increase resilience and adapt to climate change;

Promote behavioural change;

- 1.4 The Edinburgh Adapts Action Plan is the start of an in-depth, long term engagement process to ensure Edinburgh becomes a climate resilient city.
- 1.5 The Edinburgh Adapts Action Plan will:
- Provide a platform for bringing together adaptation activity across the city;
 - Maintain momentum and deliver on commitments made in the Resilient Edinburgh Framework;
- 1.6 This is the first time that the initiative has been reviewed.
- 1.7 No declarations of interest were made by any Panel members in relation to this scheme.
- 1.8 This report should be read in conjunction with the pre meeting papers which provide illustrative materials of the proposals and site analysis.
- 1.9 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

2 Sustainability with respect to the remit of the Edinburgh Urban Design Panel

- 2.1 The Panel noted that in some respect this initiative could be considered as a reactive plan and does not deal with the wider sustainable issues like global warming. However, in recognising this is at an early stage and very much a stepping stone to the wider issues the Panel supported the approach and recognised that it can plan a role in the implementation of the action plan.
- 2.2 Sustainability strategies form an integral part of the design process and are considered by the Panel, when presented as part of a proposal for a site.
- 2.3 The Panel noted that although sustainability forms part of the pro forma to guide presenters to the Panel this information is often missing and therefore does not always form part of the Panel discussion. The Panel noted that a few years ago, a sustainability strategy generally formed part of the design material presented to the Panel. However, recently this information has often been missing.
- 2.4 The information provided to the Panel should include details of the proposed sustainability strategy including flooding, potential for living landscapes etc.
- 2.5 Knowledge of sustainability sits within the professionals on the Panel. A specialist in this area has been discussed at the review of the Panel. However, in the past not felt necessary given the makeup of the Panel. This will be reviewed again.
- 2.6 The Panel advocated that a few carefully selected case studies could help to illustrate the importance and how a well integrated sustainable design can contribute the quality of a place. This may include a suds design, a living landscape etc

3 Sustainability with respect to Planning

- 3.1 The Panel noted that the Edinburgh Standards of Sustainable Buildings had been considered by the industry as a 'brave' cutting edge document. This document has now been replaced with a section in the Edinburgh Design Guidance which the Panel considered is not as robust as the previous document and could be addressed when the Design Guidance is reviewed in the next year. An accredited scheme could form part of this review with the emphasis placed back on the planning stage and not just a consideration at for Building Standards.

- 3.2 The Panel were of the view that development proposals were not demonstrating sufficient consideration of sustainability at the start of their design process. Compared to five or six years ago sustainability had fallen down the agenda with developers and their design teams. This view is reinforced by the lack of information being presented at the Panel meetings with respect to this subject.
- 3.3 Also, discussed was the impact flooding can have on the design of a site and that this requires to be addressed and integrating into the design as early as possible. The Panel agreed that the design teams should be able to illustrate comprehensively how this is being dealt with in the overall design. It is very difficult to introduce sustainability successfully into a developed design and therefore requires to be considered at the start of the design process.
- 3.4 On a more strategic level the Panel noted that development on the green belt and existing flood plains can only increase the risk of flooding and urged the Council to consider this when looking at these strategic areas in particular the release of green belt and development on existing green spaces within the city.
- 3.5 The last few years has seen an increase in flooding to existing urban areas including the historic core. The Panel urged the Council to put in place measures to reduce the risk to these existing urban areas.

4 Recommendations and Actions

- 4.1 For the Edinburgh Adapts Action Plan
- Include an action for the Panel to contribute to raising awareness of sustainability solutions at an early stage in the design process for new development
- 4.2 For the EUDP's process
- a) Revisit how the Panel can raise the importance of sustainability being embedded in the early stages of the design process and presented to the Panel as part of the presentation. Ensure that sustainability forms part of the Panel's discussion.
 - b) Further consider whether a sustainability specialist should form part of the core members of the Panel.
 - c) Ensure that sustainability forms part of the Panel's report and advice by having this as a standard item for discussion even if not detailed in the presenters' pro forma information.
- 4.3 For the Planning process
- As part of a Planning Application an assessment method, for sustainability could be considered for example BREEAM.

Transport and Environment Committee

10am, Tuesday, 30 August 2016

Place Financial Monitoring 2016/17 – Month Three Position

Item number 8.1

Report number

Executive/routine

Wards

Executive Summary

Place is forecasting the following outturn positions against its approved 2016/17 revenue and capital budgets:

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

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

Links

Coalition Pledges	P30
Council Priorities	CP13
Single Outcome Agreement	SO4

Place Financial Monitoring 2016/17 – Month 3 Position

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the Place financial position and the actions underway to manage pressures and deliver savings.

2. Background

- 2.1 Place provides a diverse range of services and budget management presents significant complexity, challenges and risks.
- 2.2 The Council set its budget on 21 January 2016. This included £13m of savings and additional income to be delivered by the Executive Director of Place. The net revenue budget for the service now stands at £50m for 2016/17, reflecting these savings as well as budget transfers required to reflect the Council's new organisation structure. The capital budget for the service stands at £83m.
- 2.3 In addition, the Executive Director of Place is responsible for the financial management of the Housing Revenue Account (HRA). A separate report will be presented to Health Social Care and Housing Committee on HRA financial monitoring.

3. Main report

Revenue Budget

Overall Position

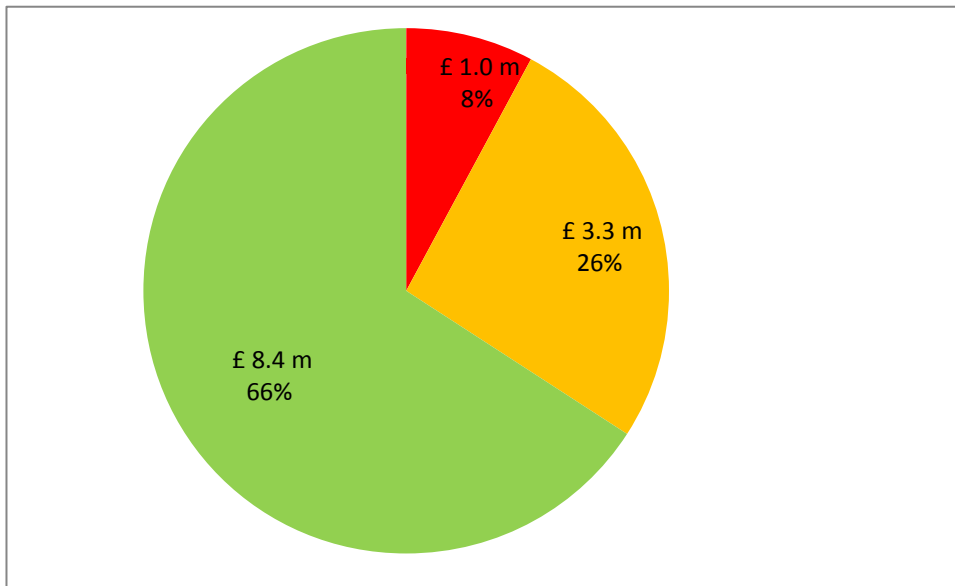
- 3.1 At period three, the Executive Director of Place is projecting a balanced position after taking account of projected delivery of approved savings and management of service risks and pressures. However, delivery of a balanced outturn will be challenging and will require robust budget management.

Savings Delivery

- 3.2 The budget for Place includes £13m of new savings for 2016/17. This includes £8m of staffing savings resulting from the Council's transformation programme, with the remainder to be delivered by other initiatives.

- 3.3 Delivery of all savings is monitored by Place Senior Management Team (SMT) on a monthly basis. Any savings considered to be at risk are reported to the Council Leadership Team. This process ensures that barriers to savings delivery can be removed and mitigation measures put in place where necessary.
- 3.4 At month three, a RAG assessment shows 92% of savings to be on target, as illustrated in the following chart:

RAG Assessment of 2016/17 Savings – July 2016



- 3.5 The red savings total of £1m relates to a saving envisaged for the waste service, which is no longer considered to be achievable within the envisaged timescale. Details of this saving, and other savings now being delivered by alternative means than those approved by Council are included in Appendix 1.
- 3.6 The relatively high level of amber savings reflects the fact that savings from organisational redesign have yet to be fully implemented. Financial estimates show that savings targets can be met, but this will depend on staff leaving the organisation as envisaged as well as reductions in the use of agency staff and overtime. An update on these savings will be provided to Transport and Environment Committee in November.

Pressures and Risks

- 3.7 In addition to savings monitoring, finance staff have worked closely with service managers to review and re-assess the main service pressures and risks. The most material are considered to be:

Pressures

- Waste services costs in excess of budget - £1.5m (in addition to £1m savings shortfall detailed in paragraph 3.5).
- North Bridge essential maintenance - £0.975m.
- Mortonhall income loss during refurbishment - £0.45m.

Risks

- Reductions in service income (eg planning fees and parking charges) due to changes in economic conditions.
- Increased cost of gritting and snow clearing in the event of a severe winter.

3.8 Details of pressures and mitigations are included in Appendix 2.

Mitigation of Pressures and Contingency Planning

3.9 In view of the financial challenges described above, the Executive Director of Place needs to implement a number of measures to ensure that expenditure can be contained within budget.

3.10 At month three, there are earmarked reserves of £3.6m available to address pressures and risks relating to waste services, North Bridge and severe winter weather. This is a one-off solution while service managers develop longer-term mitigations to address ongoing pressures.

3.11 The level of risk inherent in the Place budget means that further contingency measures are likely to be required. All budgets will therefore be reviewed to determine where pressures may be reduced and additional income may be generated. Last financial year, for example, there were significant under spends in Transport, and Neighbourhood budgets. There was also an increased level of planning and building warrant and parking income. Following the outcome of this review, further measures may be required and will be reported to Transport and Environment Committee in November.

Capital Budget

3.12 The revised Capital Investment Programme (CIP) has been realigned and re-phased to ensure that projects reflect the most up to date cash flow projections. The capital monitoring team within Finance has worked closely with project managers to ensure that optimism bias has been avoided where possible. Project Managers have been asked to consider risk issues such as adverse weather or other uncontrollable factors that can impact on delivery and to build this into budgeted cash flows.

3.13 In view of this recent realignment, a balanced position is forecast at month three.

4. Measures of success

4.1 General fund revenue expenditure for 2016/17 is within budgeted levels.

4.2 Successful delivery of Place's CIP within budget levels.

5. Financial impact

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

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

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

8. Sustainability impact

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

9. Consultation and engagement

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

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	P30 – Continue to maintain a sound financial position including long term financial planning
Council Priorities	CP13 – Transformation, Workforce, Citizen & partner engagement, Budget
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Delivery of Approved Savings by Alternative Measures Appendix 2 – Management of Pressures

Appendix 1

Delivery of Approved Savings by Alternative Measures

Environment	Efficiencies in the waste service	£1m	Review of waste disposal did not identify required level of savings in advance of the opening of zero waste facility at Millerhill. Savings shortfall to be met from ring-fenced reserves.
Planning and Transport	Savings in planning and building control system costs to realised by renegotiation of contract with ICT provider	0.22	Centralisation of ICT budgets has meant that this saving is no longer available to the Department and target has been met corporately. However, contract with new ICT service provider is generating significant savings
Environment	Review allotment service and increase rents	0.03	Allotment prices have not increased as savings can be made in planned repairs, pest control, waste management and utility costs.

Appendix 2

Management of Pressures

Service Area	Description of Pressure	Value £m	Mitigating Action
Environment	Available budget for waste services is insufficient to collect and dispose of Edinburgh's waste.	1.5	Earmarked waste reserves are available to offset this pressure in 2016/17. However, this is not a permanent solution and the service is developing options to reduce this pressure from 2017/18 onwards.
Environment	Loss of income from crematorium during period that the facility is closed for refurbishment.	0.45	The pressure is being mitigated by maximising income and holding back non urgent expenditure elsewhere in the Place directorate
Planning and Transport	Costs of revenue works required for health and safety repairs to North Bridge.	0.975	This pressure has been mitigated through the carry forward of an underspend from 2015/16 and additional income within the wider transport service.

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Public Utility Company Performance 2015/16

Item number	8.2
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

This report summarises the performance of Public Utility Companies (PUs) during the period April 2015 to March 2016 (Quarters 1 to 4), for the 2015/16 financial year.

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

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

The report also details the proposals for managing future PU performance.

Links

Coalition pledges	P28 and P33
Council priorities	CP4
Single Outcome Agreement	SO4

Public Utility Company Performance 2015/16

1. Recommendations

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

2. Background

- 2.1 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, gives statutory undertakers or Public Utilities (companies and private utility providers) responsibility for signing, lighting and guarding road works. The legislation also requires the road to be reinstated to prescribed standards upon completion of works.
- 2.2 The Transport and Environment Committee, at its meeting on 15 January 2013, agreed to receive quarterly Public Utility (PU) Performance Reports and instructed the Head of Transport to enhance the scrutiny and monitoring of all roadworks. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived Edinburgh Road Works Ahead Agreement (ERWAA).
- 2.3 This report provides an update on developments that have occurred during the year April 2015 to March 2016.

3. Main report

Performance

- 3.1 The performance of each PU is monitored daily by the Roadworks Support Team (RST), with reports compiled on a monthly and quarterly basis. The result of this monitoring is discussed at bi-monthly liaison meetings held with each PU, on a one to one basis.
- 3.2 Where a PU fails to meet the specified performance standards, as defined in the appropriate Code of Practice, the following staged procedure should be used:
 - 3.2.1 The Roadwork Authority issues a Notice of Failure to Achieve Performance (NFAP). This is the first stage of action in improving performance.
 - 3.2.2 The undertaker responds with an Improvement Plan – Stage 1.

- 3.3 In the event that the PU does not achieve the required level of improvement, the following actions are taken:
 - 3.3.1 the Roadwork Authority issues an Improvement Notice (IN); and
 - 3.3.2 the PU responds with an Improvement Plan – Stage 2.
- 3.4 Within five days of receiving the NFAP, the PU must verify and analyse the defect data (gathered from inspections and performance information), to establish appropriate improvement objectives. The PU should then prepare an outline Improvement Plan, designed to achieve the objectives, and forward this to the Roadwork Authority.
- 3.5 Following implementation of the Improvement Plan, if it becomes clear after three months that no practical improvement is being achieved, other measures may need to be considered such as:
 - 3.5.1 escalation of the Improvement Plan monitoring to achieve a step change in performance;
 - 3.5.2 involvement of a more senior level of management within both the PU and the Roadwork Authority; and
 - 3.5.3 following an appropriate grievance and dispute process, civil and/or criminal remedies.
- 3.6 Where improvements are not achieved following a Stage 2 plan, a report, containing all relevant evidence of the PU's failure to comply with its duties under the New Roads and Street Works Act, will be submitted to the Office of the Scottish Road Works Commissioner for information.
- 3.7 The figures and graphs referred to throughout this report are shown in Appendix A.

Inspections

- 3.8 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, makes PUs wholly responsible for the management of their roadworks. Councils, as Roadwork Authorities, are responsible for monitoring the performance of the PUs and are empowered to charge them for a number of sample inspections carried out to monitor the performance. The sample size that is currently chargeable is 30% of the total annual number of reinstatements. Other inspections, carried out routinely by the Roadwork Authority, or in response to reports from the police or members of the public, may also be carried out. The cost of these inspections falls to the Council, unless a defect is found.
- 3.9 The two areas that are inspected and monitored closely are PU reinstatements and PU defective apparatus (manholes, toby covers, valve and inspection/access covers).
- 3.10 Target inspections are the other inspections carried out. They involve the Council investigating all new reinstatements, or those still within their two year guarantee period.

- 3.11 The total number of all inspections carried out in 2015/16 was 34,270, as shown in Graph 3.11A. The numbers carried out in each month of 2015/16 are shown in Graph 3.11B. The number of inspections carried out in 2015/16 has increased by 89.3% from that carried out in 2014/15. This is a direct result of the initiative to increase inspections and the subsequent numbers of trained dedicated Inspectors within the Roadwork Support Team, for this purpose. The cost of this is fully offset by projected income from compliance inspections.
- 3.12 The average pass rate for inspected reinstatements was 80.5%, against a minimum target of 90%, as shown in Table 3.12. This is a reduction in performance of 7% since the end of 2014/15.
- 3.13 The total number of inspections carried out in 2015/16 shows an increase of 16,166 inspections, when compared to the total number carried out in 2014/15, as shown in Graph 3.11A.

Sample Inspections

- 3.14 The total number of sample inspections carried out in 2015/16 was 1,880, with the breakdown between each inspection type shown in Table 3.14.
- 3.15 The average percentage pass rate for each PU, at the end of 2015/16, was 76.9% as shown in Table 3.15 and Graph 3.15. The target pass rate for all PUs is 90%.

Target Inspections

- 3.16 The cumulative number of target inspections carried out in 2015/16 was 9,127, with the breakdown between each inspection type shown in Table 3.14.
- 3.17 The average percentage pass rate for target inspections for all PUs during 2015/16 was 80.1%. The target pass rate for all PUs is 90%.

Utility Defective Apparatus

- 3.18 The total number of outstanding defective apparatus at the end of 2015/16 was 565, a reduction of 73 from the previous quarter. A breakdown for each PU is shown in Table 3.18. There was a reduction in the number of outstanding defective apparatus of 16% when compared to the end of 2014/15.
- 3.19 The PU with the largest number of defective apparatus continues to be Scottish Water, with 415 items, as shown in Graph 3.19. This represents a reduction of 68 defects since Quarter 3 and a reduction of 47 defects since the end of 2014/15.
- 3.20 During 2015/16, all PUs, with the exception of Virgin Media, reduced the number of outstanding apparatus defects from the end of 2014/15. For comparison, the figures for the end of the last four years are shown in Table 3.20.

Utility Defective Reinstatements

- 3.21 At the end of 2015/16, the total number of outstanding defective reinstatements in Edinburgh was 950. A breakdown for each PU is shown in Table 3.21 and Graph 3.21. Scottish Water continues to be the PU with the largest number of defective reinstatements although this number decreased by 21.8% from the previous quarter. These defects are discussed at the bi-monthly liaison meetings and proposals to remedy the backlog were included in their Stage 2 Improvement Plans.
- 3.22 Virgin Media has shown a 67.7% increase in the number of defective reinstatements since Quarter 3 and a 166.1% increase since the end of 2014/15. This is as a result of the additional inspections being carried out and defects being discovered with the reinstatements nearing the end of the guarantee period.

Registration and Fixed Penalty Notices (FPNs)

- 3.23 All roadworks on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.24 PUs are required to record all information relating to the works they wish to undertake and works that are underway. Roadwork Authorities are also required to record all information on works they wish to carry out. Developers, and others wishing to occupy or carry out works on public roads, must first obtain consents (Road Occupation Permits) from the Roadwork Authority. The Roadwork Authority is then responsible for the registration of these works.
- 3.25 A comparison of the Council's own registration performance is shown in Graphs 3.25A and B.
- 3.26 Failure to comply with the above requirements is an offence. PUs and those working under Road Occupation Permits, that commit such an offence, can discharge their liability through the payment of a Fixed Penalty Notice (FPN). Currently the Penalty is £120, which is reduced to £80 if paid within 29 days. A breakdown of FPNs accepted in 2015/16 is shown in Graph 3.26.
- 3.27 The total number of FPNs accepted by PUs in 2015/16 was 971. A further 71 FPNs were accepted by other agents in relation to Road Occupation Permits e.g. skips, scaffolding, etc. For comparison, the FPN totals for each PU at the end of the last four years are shown in Graph 3.27.

Improvement Plans

- 3.28 Scottish Water, SGN, Scottish Power, Openreach and Virgin Media were served with a Stage 2 Improvement Notice on 8 June 2015. The Stage 2 Improvement Plans submitted and implemented by each PU were monitored for 12 weeks up to 31 October 2015. The changes made to working practices were a permanent change and continued beyond the end of the monitoring period. The performance data collected from Sample Inspections, used in the determination of the outcome of any improvement, was only available at the end of Quarter 3 (December 2015).

- 3.29 The pass rates for each of the five PUs (with Staged Improvement Notices) are shown in Table 3.29.
- 3.30 The assessment covers the performance of each PU during the 12-week period of its Improvement Plan and their performance figures for the 12-month period from 1 October 2014 to 30 September 2015. It also considers the commitment from each PU to achieve the required improvement in performance and reduction in legacy defects.
- 3.31 Following analysis of the performance figures for each PU, all five PUs failed to show any significant improvement in performance. A report, on each PUs failure, will be passed to the Scottish Road Works Commissioner. Each PUs performance data will be included in this report together with performance information since the end of the official monitoring period. This will show their failure to comply with their duties under the New Roads and Street Works Act 1991 and, in particular, of their failure to achieve satisfactory levels of performance.
- 3.32 The evidence contained within the report to the Scottish Road Works Commissioner will include all data relating to the continued failure in performance, the subsequent failure in each Improvement Plan and evidence of performance following 31 October 2015.

The Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.33 A report outlining the new working arrangements for the ERWAA was submitted to, and approved by, the Transport and Environment Committee on 18 March 2014.
- 3.34 As requested at the Committee meeting of 27 August 2015, letters were sent to the CEO of each Public Utility Company inviting them to a meeting to discuss their performance and their concerns with signing the agreement.
- 3.35 A meeting was held with Scottish Water on 23 December 2015, to discuss the areas of the agreement it wished to amend prior to signing. Changes were made to the agreement and an updated copy issued for Scottish Water's attention requesting confirmation of receipt and agreement to sign the ERWAA. At the time of writing this report, no reply has been received.
- 3.36 CityFibre, SGN, Openreach and Scottish Water are the only PUs to have responded to date. CityFibre has confirmed that it is in favour of signing the agreement. SGN has acknowledged its willingness to sign the agreement, subject to two areas of concern, which have been addressed and Scottish Water confirmed their agreement to sign if the amendments are made.
- 3.37 Scottish Water has not responded to requests from the Council, for confirmation of their willingness to sign the agreement since the updated version was issued on 5 February 2016.

4. Measures of success

- 4.1 Improved performance in the key areas reported will be measured by greater public satisfaction with:
 - 4.1.1 the planning, co-ordination and delivery of road works across the city;
 - 4.1.2 the quality of information supplied to people who live in, work in or visit Edinburgh; and
 - 4.1.3 the quality and longevity of PU reinstatements.
- 4.2 It is intended to commence issuing Customer Satisfaction cards in locations where major schemes of work have been undertaken following completion of the Planning and Transport Review.

5. Financial impact

- 5.1 The revenue streams associated with sample and repeat inspections of failed PU reinstatements exceeded the budget of £236,393 for 2015/16. The total revenue from the charges levied for these activities was £339,472.
- 5.2 The total potential recovery of revenue, through sample and repeat inspections of failed PU reinstatements during 2015/16, amounts to £634,104. Some of the failed inspections have yet to be accepted by PUs. It is within their right to decline failures which results in meetings to discuss each of the failures placed onto the Scottish Road Works Register.
- 5.3 The cost of employing the additional Inspectors, is currently fully offset by the revenue received from the compliance inspections.
- 5.4 The revenue associated with FPNs exceeded the budget of £58,000 with a total revenue from the charges levied of £92,510 being achieved.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that the condition of the road network could deteriorate if the 100% inspection of PU reinstatements is not maintained. If 100% inspections are not undertaken, there is a risk that defects would not be found and responsibility for their repair would fall to the Council.
- 6.2 Where the Council has made significant investment in road improvements, there is a risk that the road network may deteriorate, following reinstatements that have not been carried out to the agreed standards.
- 6.3 There is a risk of reduced revenue, if the number of inspections is less than that estimated at the beginning of the year.

- 6.4 There is a risk of lack of improvement by poor performing PUs. This is currently being addressed by the use of formal Improvement Plans, as specified in Code of Practice for Co-ordination of Works in Roads.

7. Equalities impact

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

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 Individual Liaison meetings are held every two months with representatives from all of the major PUs. Specific performance issues and improvement requirements are discussed at these meetings.
- 9.2 Throughout the year the Council was represented at all relevant Committees (detailed below), as required within the Code of Practice for the Co-ordination of Works in Roads.
- 9.2.1 The Roads and Utilities Committee Scotland (RAUCS) where all Roads Authorities and PUs are represented together with representatives from Transport Scotland and the office of the Scottish Road Works Commissioner.
- 9.2.2 The South East of Scotland Roads and Utilities Committee (SERAUC) where representatives from the City of Edinburgh, Midlothian, East Lothian, West Lothian and Scottish Borders Councils attend, together with representatives from all PUs.
- 9.2.3 The Local Roads and Utilities Committee (LRAUC) is also known as the Local Co-ordination meeting. This includes representatives from every function and service within Place that have an involvement in roadworks or road occupation eg Lothian Buses, every Utility, Edintravel and the Tram Team.

10. Background reading/external references

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

- 10.2 [Code of Practice for Inspections, 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.](#)
- 10.3 [Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013.](#)

Paul Lawrence

Executive Director of Place

Contact: Stuart Harding, Performance Manager

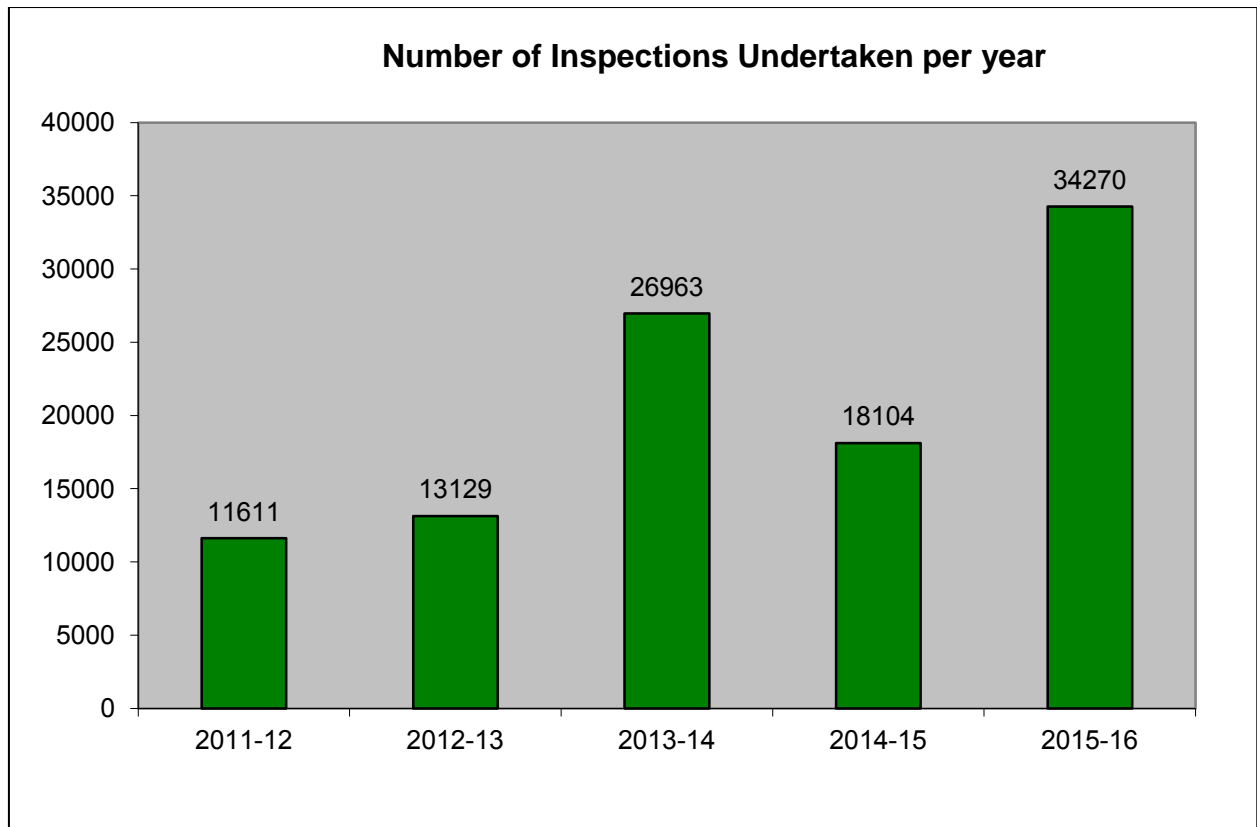
E-mail: stuart.harding@edinburgh.gov.uk | Tel: 0131 529 3704

11. Links

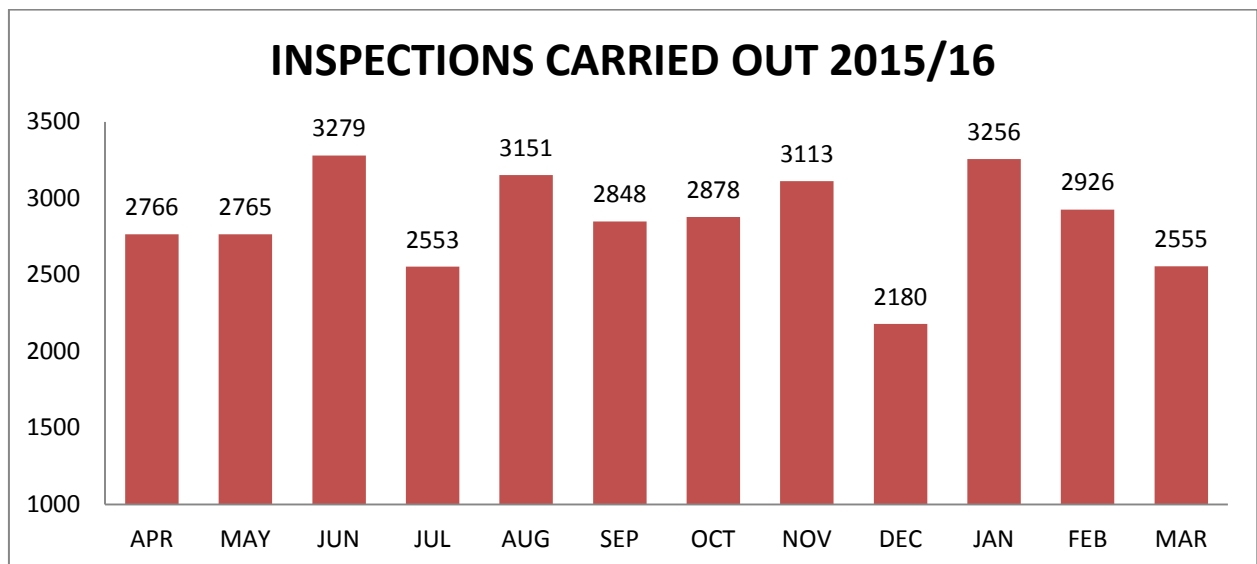
Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p>
Council priorities	<p>CP4 - Safe and empowered communities</p> <p>CP12 - A built environment to match our ambition</p>
Single Outcome Agreement	<p>SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix A - Utility Company Performance Information 2015/16</p>

APPENDIX A

Graph 3.11A



Graph 3.11B



In 2015/16 there were 34,270 inspections carried out. The estimated target of 20,000 inspections has been exceeded this year. There was a fall each month in the last Quarter due to a reduction in the number of Inspectors.

APPENDIX A

Table 3.12

Average pass rate for ALL PUs

	No of Failures	% Pass Rate
SAMPLE INSPECTIONS	1445 / 1880	76.9%
Category A	394 / 564	69.9%
Category B	500 / 668	74.9%
Category C	551 / 648	85.0%
TARGET INSPECTIONS	7312 / 9127	80.1%
Category A	345 / 481	71.7%
Category B	3294 / 4336	76.0%
Category C	3673 / 4310	85.2%
DEFECTIVE REINSTATEMENTS	8018 / 9962	80.5%

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

APPENDIX A

Table 3.14

Number of inspections for ALL PUs

TYPE	CATEGORY A	CATEGORY B	CATEGORY C	OTHER INSPECTIONS	TOTAL
	Inspections during the progress of the works.	Inspection within six months of the work being completed.	Inspection within three months of end of guarantee period.		
SAMPLE INSPECTION	564	668	648	-	1,880
TARGET INSPECTION	481	4,336	4,310	-	9,127
DEFECTIVE APPARATUS	-	-	-	4,342	4,342
DEFECTIVE REINSTATEMENT	-	-	-	15,106	15,106
INSPECTIONS RELATED TO CORING	-	-	-	1,240	1,240
OTHERS	-	-	-	2,575	2,575
TOTAL	1,045	5,004	4,958	23,263	34,270

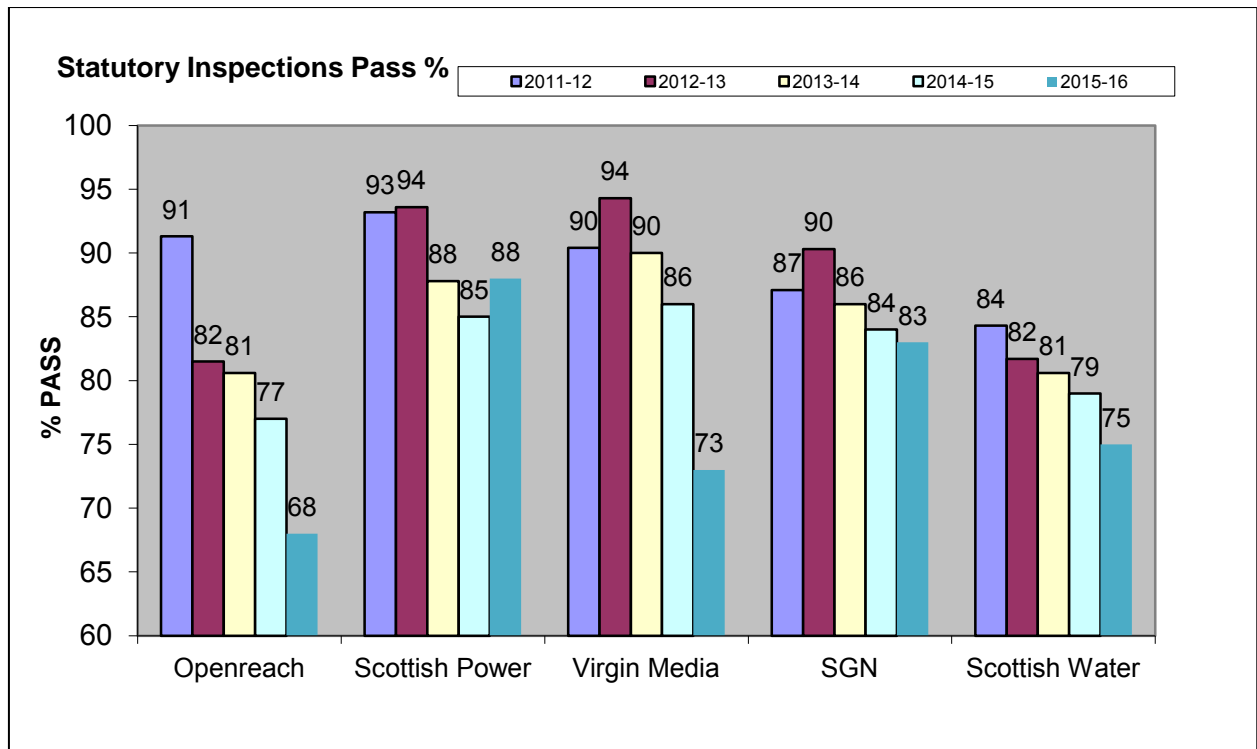
Table 3.15

The table below shows the average percentage pass rate for Sample Inspections for each PU over 2015/16. The target minimum pass rate for all PUs is 90%.

	Openreach	Scottish Power	Virgin Media	SGN	Scottish Water	Average
Pass Rate	68%	88%	73%	83%	75%	76.9%

APPENDIX A

Graph 3.15



No PU achieved the target pass rate of 90% by the end of 2015/16.

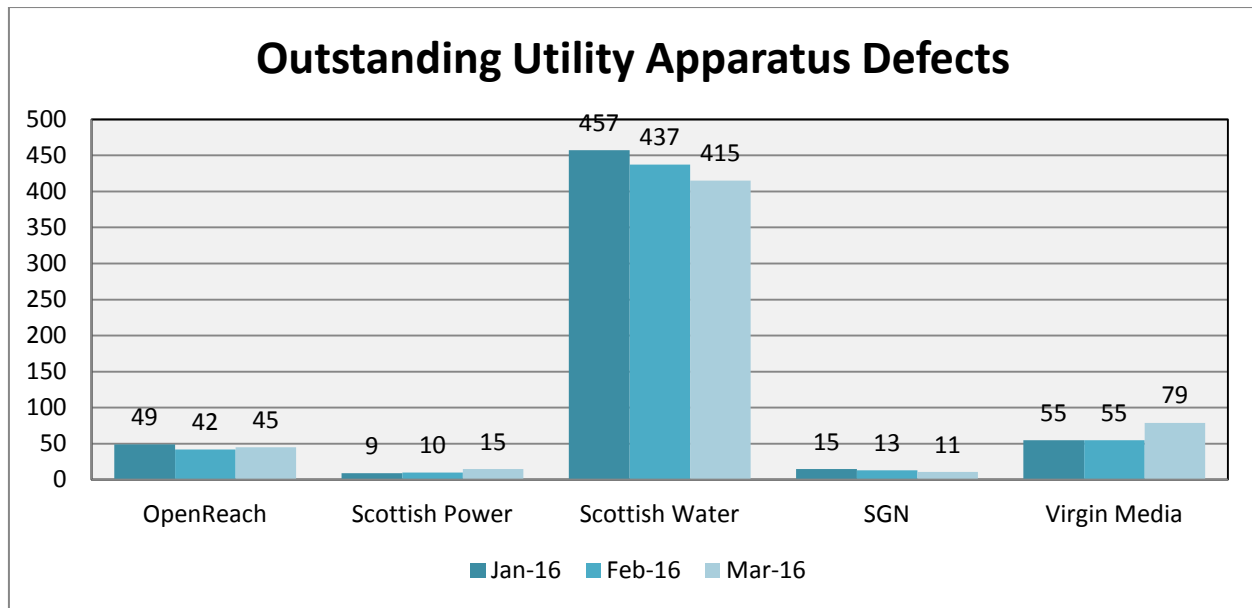
Table 3.18

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

Utility	Q1 (2015/16)	Q2 (2015/16)	Q3 (2015/16)	Q4 (2015/16)	Difference Q3 to Q4
SGN	19	14	15	11	-4 (-26.7%)
Scottish Water	333	373	483	415	-68 (-14.1%)
Openreach	36	37	63	45	-18 (-28.6%)
Scottish Power	14	11	10	15	5 (50.0%)
Virgin Media	58	51	67	79	12 (17.9%)
Totals	460	486	638	565	-73 (-11.4%)

APPENDIX A

Graph 3.19



The high number of outstanding defects for Scottish Water (at 415) is a long standing issue, which has been raised as a specific concern and included in their Stage 2 Improvement Plan.

Table 3.20

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

PU	End of 2011/12	End of 2012/13	End of 2013/14	End of 2014/15	End of 2015/16
Openreach	130	53	51	144	45
SGN	75	22	8	21	11
Scottish Power	47	8	5	26	15
Scottish Water	801	582	470	462	415
Virgin Media	93	27	19	20	79

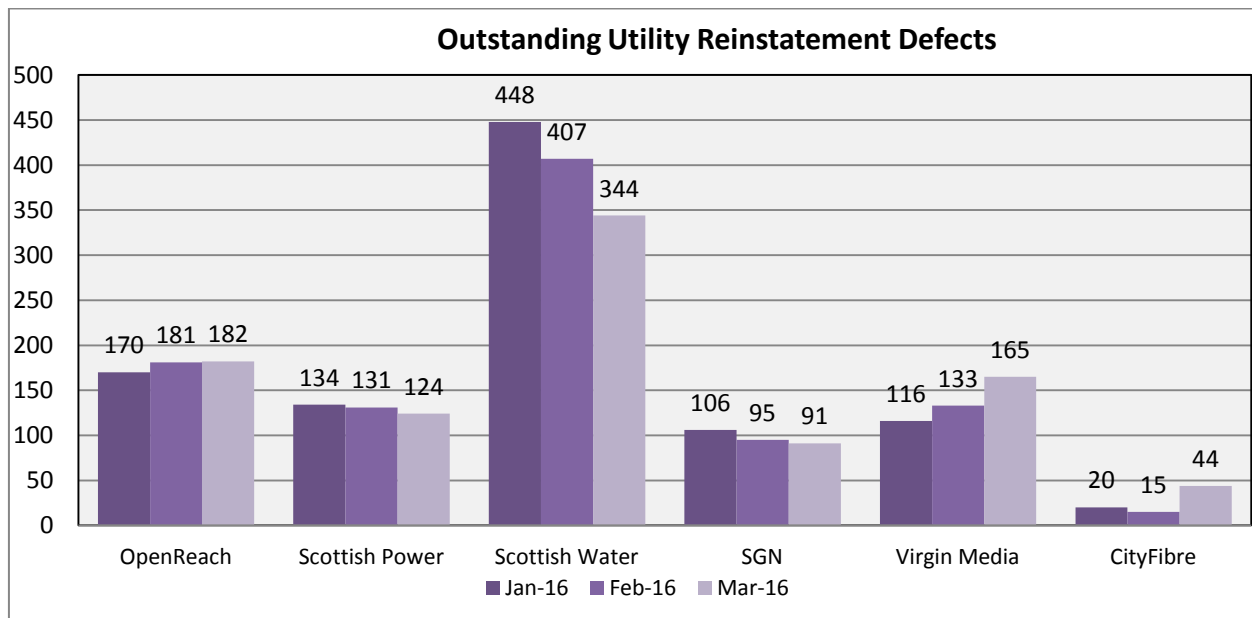
APPENDIX A

Table 3.21

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

Utility	Q1 (2015/16)	Q2 (2015/16)	Q3 (2015/16)	Q4 (2015/16)	Difference Q3 to Q4
SGN	172	113	105	91	-14 (-13.3%)
Scottish Water	527	473	440	344	-96 (-21.8%)
Openreach	135	135	174	182	8 (4.6%)
Scottish Power	108	110	115	124	9 (7.8%)
Virgin Media	82	104	99	165	66 (66.7%)
CityFibre	-	3	6	44	38 (633.3%)
Totals	1024	938	939	950	11 (1.2%)

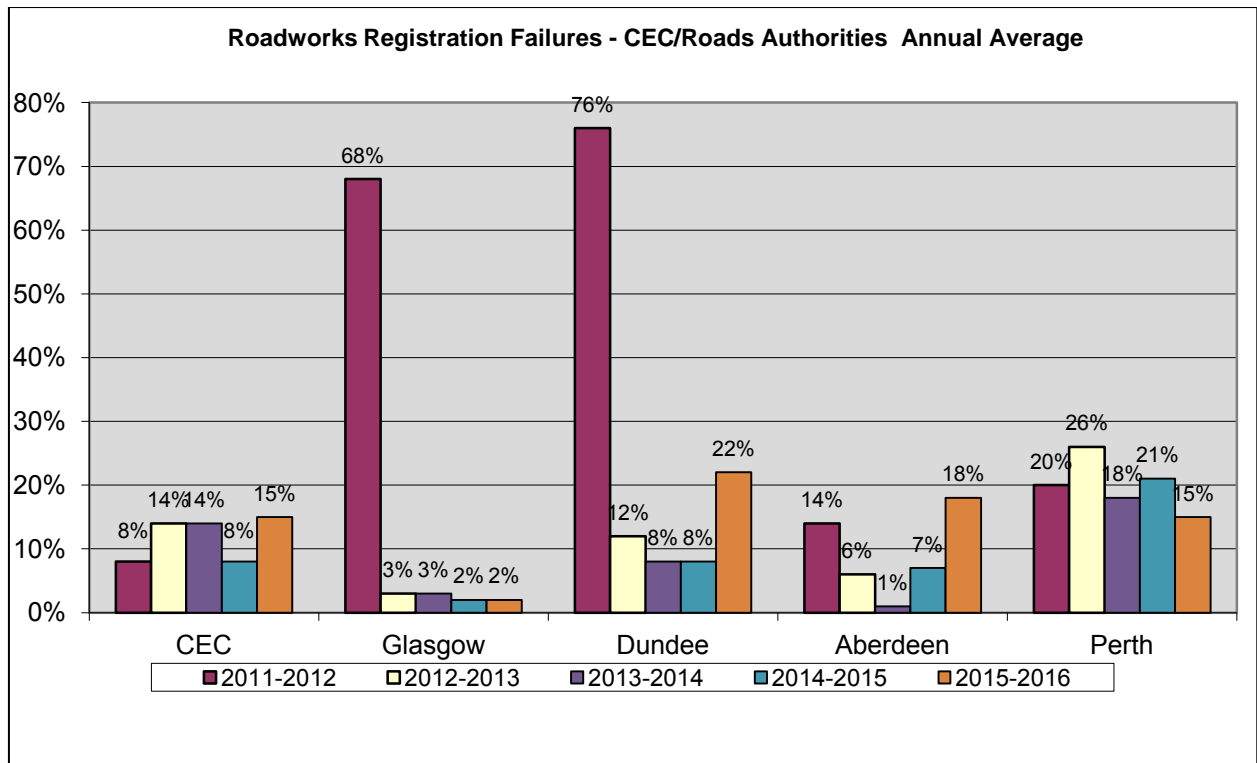
Graph 3.21



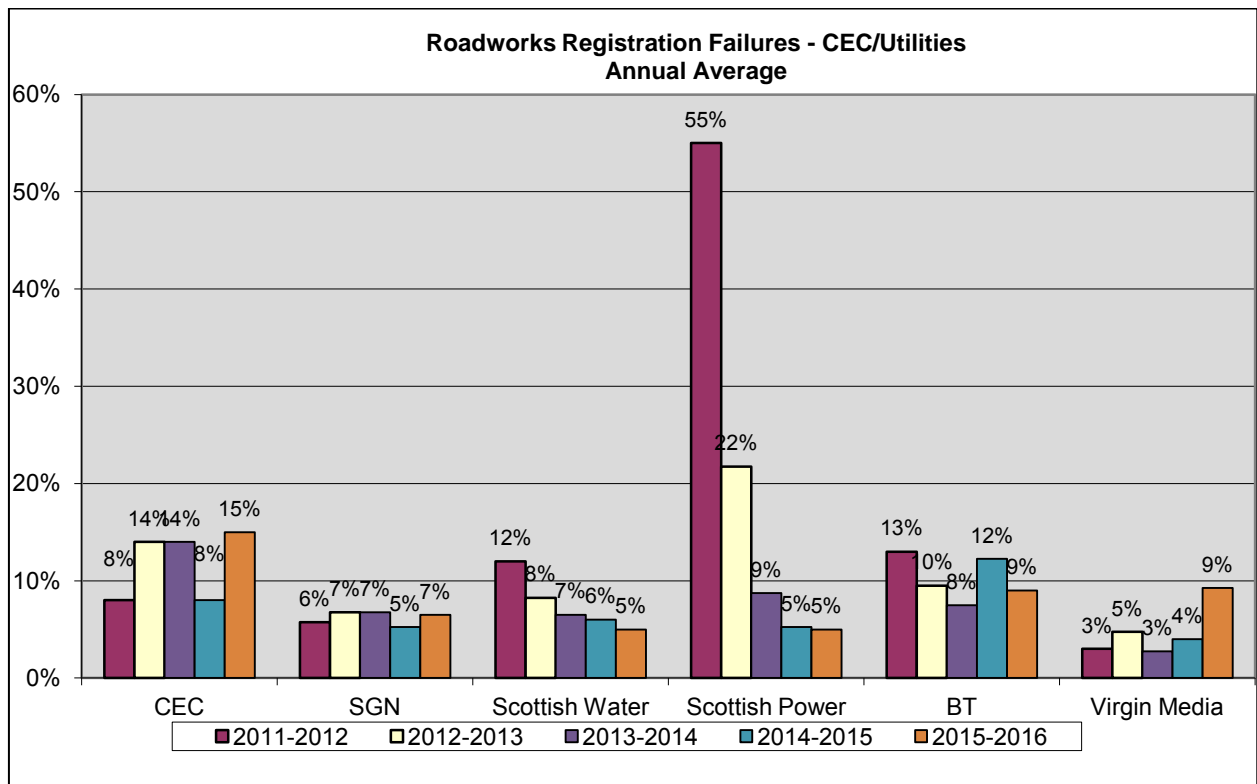
The number of outstanding defective reinstatements has increased slightly during the last Quarter of 2015/16.

APPENDIX A

Graph 3.25A

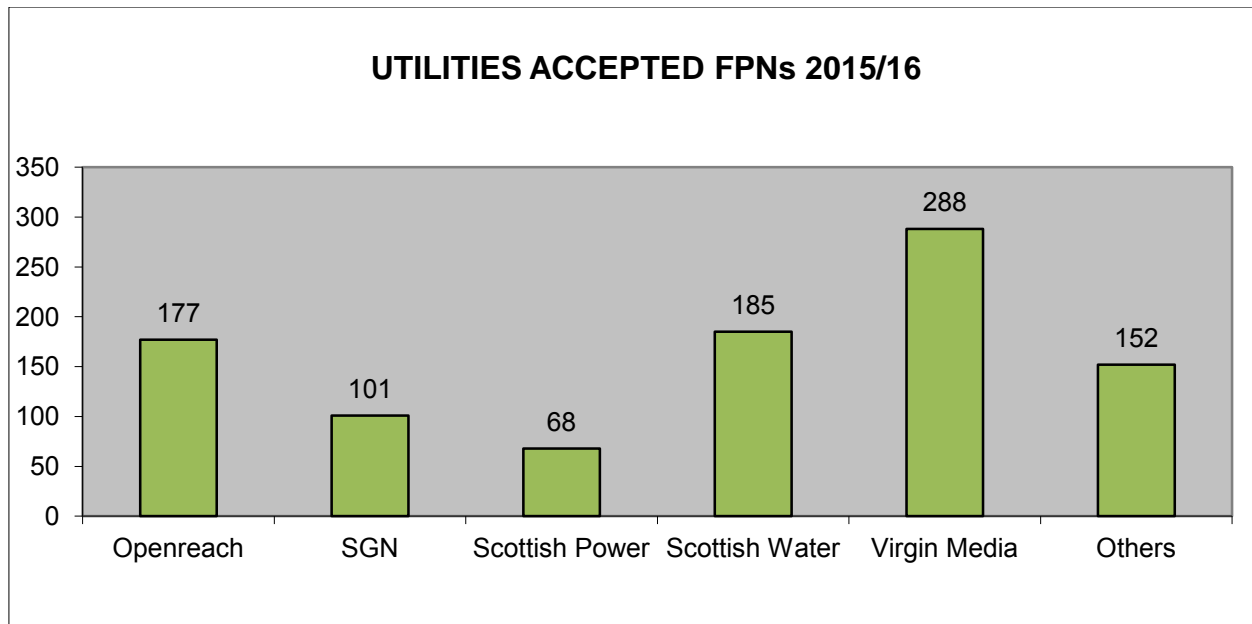


Graph 3.25B



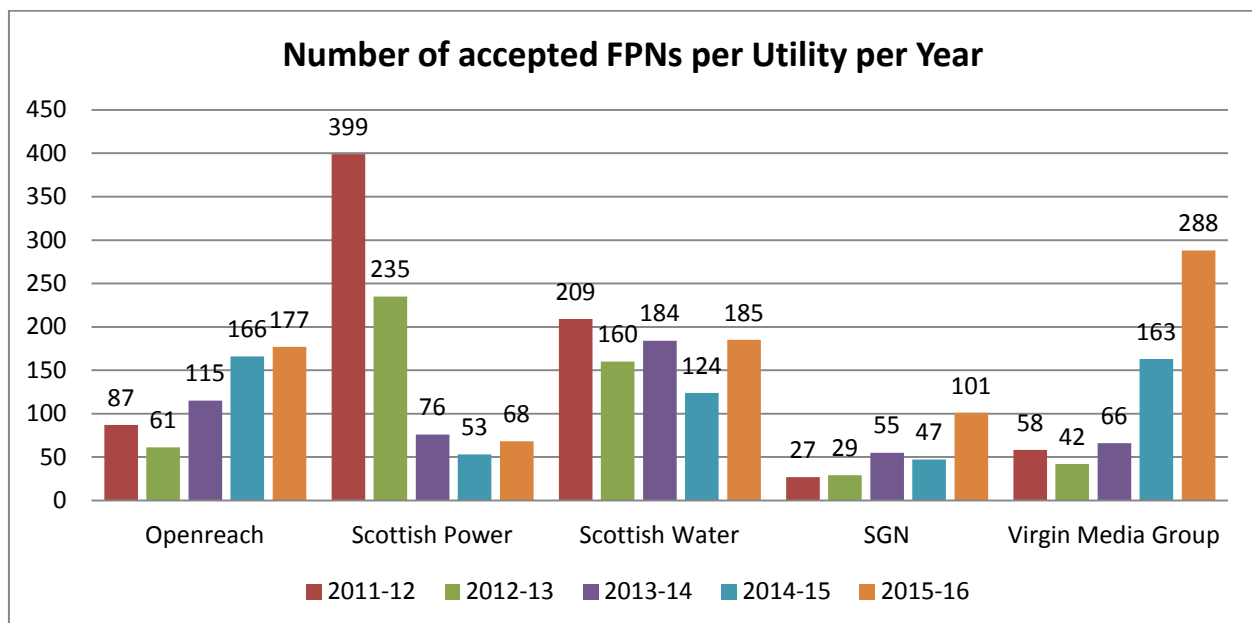
APPENDIX A

Graph 3.26



Virgin Media, Scottish Water and Openreach were issued with the highest number of Fixed Penalty Notices in 2015/16. This was due to their notices not being closed on time and/or no notice being received for their work. These recurring issues have been raised with them and the Council has received assurances that training will be carried out to address this matter.

Graph 3.27



All PUs failed to improve in the number of FPNs issued at the end of 2015/16. The FPNs were discussed at the Liaison meetings. Virgin Media, Scottish Water and Openreach had the most FPN's issued during 2015/16:

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

APPENDIX A

Table 3.29

The percentage pass rate for each PU that has been placed on a Staged Improvement Notice.

Quarters used to gather performance information		Q 3-4 2013 & Q 1-2 2014	Q 1-4 2014	Q 3-4 2014 & Q 1-2 2015	Q 1-4 2015
Utility	Inspection Type	At Stage 1 Notice on 14 November 2014	At Stage 2 on 8 June 2015	At end of monitoring Period 31 October 2015	At 10 March 2016
Scottish Power	Sample A	78.9%	68.8%	72.1%	78.6%
	Sample B & C	91.6%	92.8%	92.1%	93.0%
Scottish Water	Sample A	81.0%	77.0%	74.2%	66.7%
	Sample B & C	82.0%	80.1%	77.4%	78.5%
SGN	Sample A	83.1%	80.6%	82.0%	85.7%
	Sample B & C	85.9%	85.6%	84.0%	80.5%
Openreach	Sample A	72.2%	47.8%	39.5%	48.2%
	Sample B & C	84.3%	80.7%	80.5%	80.5%
Virgin Media	Sample A	77.8%	63.6%	60.0%	55.6%
	Sample B & C	91.3%	87.3%	77.1%	78.4%

The Notice of Failure to Achieve Performance figures from the previous four quarters is used. Any failure rate, lower than 90%, resulted in a Staged Improvement Plan being requested. Scottish Power received an Improvement Notice for their Sample A failures only.

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

Transport and Environment Committee

30 August 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 waste sent to landfill and on increasing the amount of waste recycled for the period April - June 2016.

The total arisings of waste in this period were 57,478 tonnes, a decrease of 0.5% on the same quarter in the previous year.

The amount of waste disposed of to landfill or refuse derived fuel (RDF) in the reporting period (31,393 tonnes) is down 3% versus the equivalent period last year. The amount of waste recycled in this reporting period (26,085 tonnes) has increased compared to the same period in 2015/16. The year to date recycling rate increased to 45.4%, an increase of 1.4% on the same period last year.

The forecast end of year recycling rate for 2016/17 is 44.2%, 2.2% greater than the 42% achieved in 2015/16.

Links

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

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

Single Outcome Agreement [SO4](#)

Landfill and Recycling

1. Recommendations

- 1.1 It is recommended that Committee notes the contents of this report.

2. Background

Landfill and recycling

- 2.1 At the meeting of the Transport and Environment Committee on 15 January 2013, members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling.
- 2.2 Capital Coalition Pledge 49 outlines the Council's commitment towards increasing recycling levels across the city and reducing the proportion of waste going to landfill. This includes targets to reduce the annual landfill tonnage to 118,000 tonnes and to increase the percentage of waste that is recycled to 50%.
- 2.3 Significant progress in implementing the changes required to deliver service improvements and landfill savings have been made since the initial introduction of managed weekly collections in September 2012, and the phased introduction of an enhanced kerbside recycling service, commencing in September 2014 (now completed).

Complaints

- 2.4 At the meeting of the Transport and Environment Committee on 27 August 2013, members requested that these performance reports also provide an update on complaints made regarding waste services.
- 2.5 There are 243,000* residential dwellings in Edinburgh which receive multiple refuse and recycling collections. On average there are approximately 480,000 collections a week. Current complaints targets are based on the number of collections carried out, but are not adjusted for seasonal variation.
- 2.6 The figures also include complaints that may be made in error, for example where a resident has not presented their bin and misses the collection or presents their bin on the incorrect day, and then contacts the Council to report a missed collection.

* source: Corporate Address Gazetteer

3. Main report

Waste arisings

- 3.1 Year to date waste arisings are 57,478 tonnes, 0.5% less than in the same period last year.
- 3.2 It is forecast that the total arisings for 2016/17 will be 210,977 tonnes, a reduction from 218,138 tonnes in 2015/16.
- 3.3 Figure 1: Actual and forecast annual waste arisings by year, and by outlet

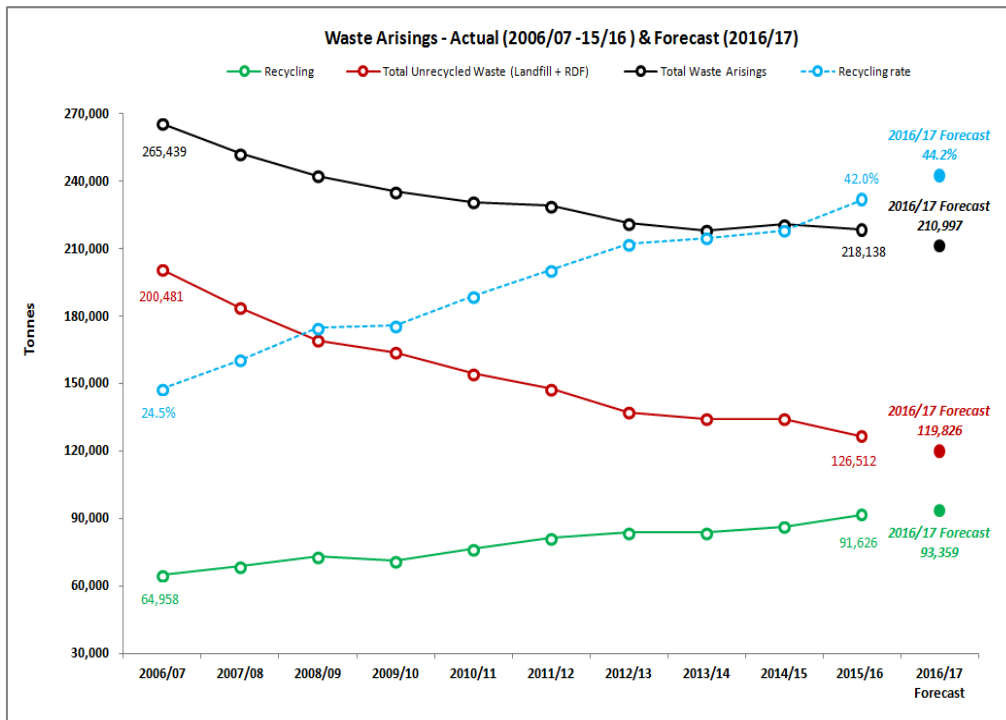
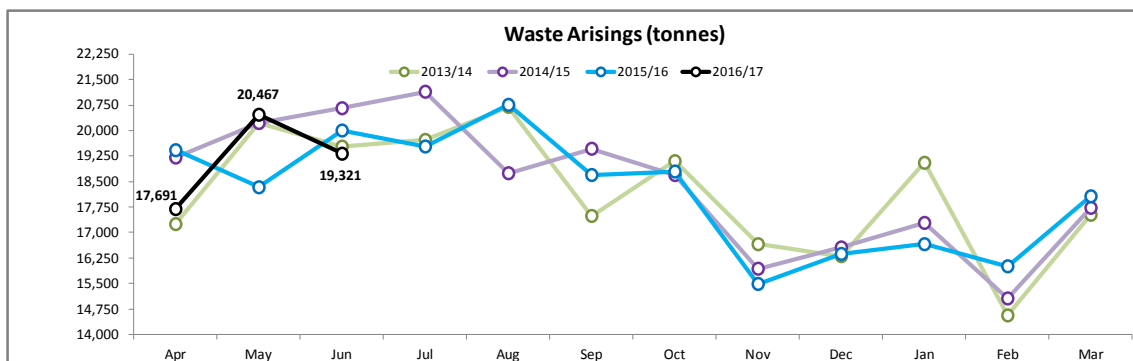


Table 1: Annual waste arisings by month

Year	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total	YTD
2013/14	17,250	20,231	19,529	19,726	20,699	17,490	19,102	16,658	16,306	19,053	14,563	17,523	218,131	57,010
2014/15	19,208	20,224	20,659	21,144	18,746	19,466	18,692	15,936	16,563	17,285	15,062	17,728	220,715	60,091
2015/16	19,424	18,333	20,003	19,533	20,759	18,694	18,796	15,489	16,372	16,658	16,008	18,068	218,138	57,760
2016/17	17,691	20,467	19,321											57,478
% difference previous year	-8.9%	11.6%	-3.4%											-0.5%

Figure 2: Waste arisings by month



Unrecycled waste

- 3.4 Waste which cannot be recycled is disposed of as landfill waste or diverted as refuse derived fuel (RDF). Any waste treated as RDF will be included in waste arisings data, and is counted as having been disposed rather than recycled, but does not attract Landfill Tax.
- 3.5 At present due to market conditions the majority of waste which is not recycled will be sent to landfill. It is currently assumed that this will continue throughout the year.
- 3.6 We forecast that 119, 826 tonnes of unrecycled waste will be disposed of via landfill in 2016/17. This exceeds Capital Coalition Pledge 49 which sets out a target of reducing landfill tonnage to 118,000 tonnes.
- 3.7 In the year to date, 31,393 tonnes of unrecycled waste has been collected. This is 3% less than the same period in the previous year but 3.4% higher than forecast. April and June tonnages were below forecast with May exceeding forecast (see Table 2). Contributing factors to the higher than forecasted unrecycled tonnages are being investigated and include increased contamination from kerbside recycling and a drop in mechanised street sweepings tonnages being processed at Levensat Recycling.

Table 2: Unrecycled waste: actual, forecast, % difference.

UNRECYCLED - LANDFILL & REFUSE DERIVED FUEL				
Year	Apr	May	Jun	YTD
Unrecycled 2014/15	11,365	11,453	11,303	34,121
Unrecycled 2015/16	10,956	10,293	11,116	32,366
Unrecycled 2016/17	9,800	11,502	10,092	31,393
% difference previous year	-10.6%	11.7%	-9.2%	-3.0%
Forecast	10,114	10,115	10,142	30,371
Diff btwn actual and Forecast (tonnes)	-314	1,387	-51	1,022
% diff btwn actual & Forecast	-3.1%	13.7%	-0.5%	3.4%

Recyclable waste

- 3.8 The citywide recycling rate for 2016/17 is currently forecast to be 44.2%, against the Capital Coalition Pledge 49 target of 50%. This will be a 2.2% improvement on the 42% achieved in 2015/16.
- 3.9 Table 3 shows the year to date recycling rate is 45.4%, an increase of 1.4% on the same period last year.

Year	Apr	May	Jun	Total	YTD
2013/14	36.8%	42.6%	44.3%	38.4%	
2014/15	40.8%	43.4%	45.3%	39.1%	
2015/16	43.6%	43.9%	44.4%	42.0%	44.0%
2016/17	44.6%	43.8%	47.8%		45.4%
% points difference on previous year	1.0%	-0.0%	3.3%		1.4%

3.10 A breakdown of recycling tonnages by collection scheme is provided below:

Recycling Stream Summary							
	Jun-15	Jun-16	Change	YTD (2015/16)	YTD (2016/17)	YTD Change	
Recycling Stream	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	% change
Garden Waste - kerbside	3,223	3,358	134	8,027	8,088	60	1%
Community Recycling Centres	1,764	1,889	125	5,910	5,587	-322	-5%
Kerbside Recycling - green bin & blue box	1,525	1,772	246	4,396	5,333	938	21%
Food Waste	652	847	195	1,894	2,373	478	25%
Recycling Banks (glass,paper,textiles,books)	531	416	-115	1,569	1,341	-228	-15%
Packaging bins - on street communal	299	388	89	894	1,275	381	43%
Other streams	294	340	46	967	1,483	515	53%
Mechanised street sweepings	343	139	-204	1,018	353	-666	-65%
Paper - wheeled bins	174	50	-124	507	148	-360	-71%
Manual Street sweeping	80	30	-50	210	105	-105	-50%
Total Recycling	8,887	9,229	342	25,394	26,085	691	2.7%
Recycling rate	44.4%	47.8%	3.3%	44.0%	45.4%	1.4%	3.2%

Table 4: Recycling stream summary versus previous year

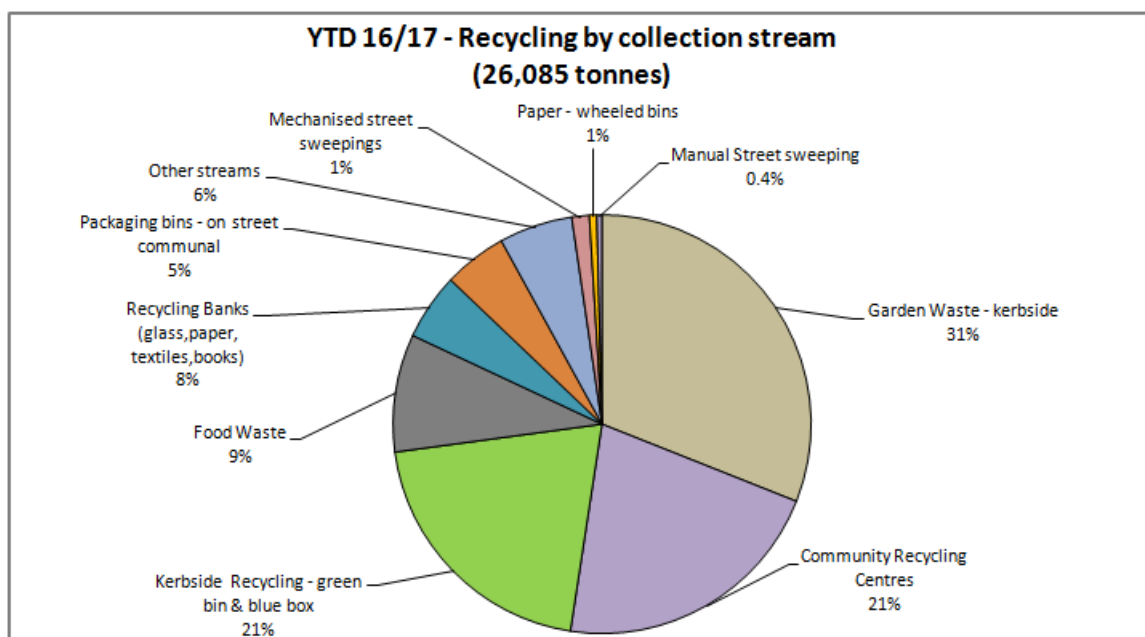


Figure 3: Recycling by service

3.11 Table 4 shows that improvements in recycling performance have been seen both in the kerbside recycling service, and the kerbside and communal food recycling service with year to date increases in tonnage compared to the same period last year of 21% and 25% respectively.

- 3.12 Other schemes have experienced reductions in recycling performance, for example mechanised street sweepings have reduced the amount of materials recycled by 65%. The Council's waste contractor was unable to remove the waste from Powderhall at the agreed frequency which led to a build up the materials at the facility. To ensure the Council remained compliant to the site's conditions of license a decision was made for the Council to arrange haulage and dispose of the waste via landfill. The Council has met with the Contractor to discuss the situation and all efforts will be made to avoid this situation occurring again.
- 3.13 A summary of the current and past recycling rates by month is detailed below:

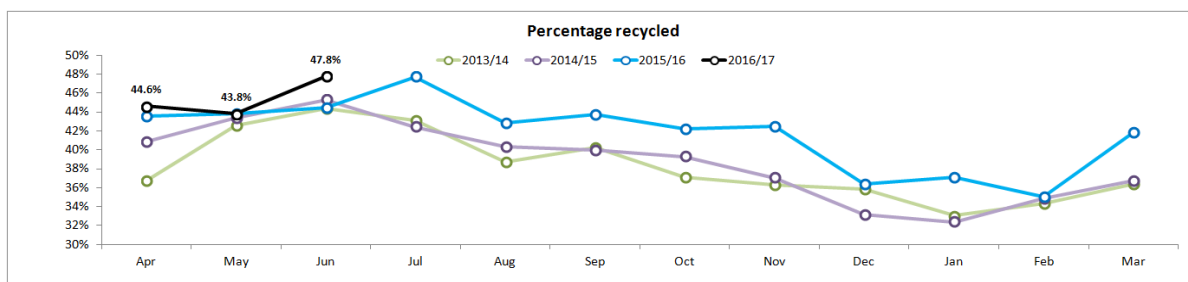


Figure 4: Monthly recycling performance by year

- 3.14 Performance by month can vary up or down each year due to a range of factors (e.g. the impact of weather on the garden waste service which is one of the biggest single streams). Nevertheless the first quarter of the year has seen an increase in recycling rates compared to the same period in previous years.

Recycling: Food Waste

- 3.15 Large increases continue in the tonnage of food waste collected for recycling, with an increase of 25% in this quarter compared to the the previous year. Year to date, 2,373 tonnes of food waste has been collected, with the highest monthly tonnage to date since the service commenced of 847 tonnes being recorded in June 2016.
- 3.16 Food is now being reprocessed at the new anaerobic digestion facility at Millerhill. Steps are being taken to allow the separate reporting of kerbside and communal bin materials. In this period a combined figure only has been provided.

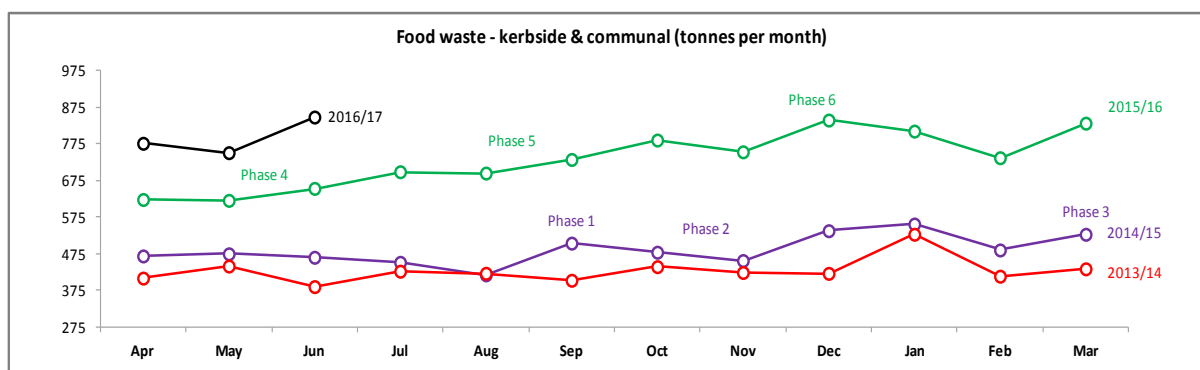


Figure 5: Combined food recycling tonnages by month

Kerbside Recycling

3.17 Similarly the new kerbside recycling service demonstrates an upward trend overall. This service is now fully rolled out and bedded in across the city.

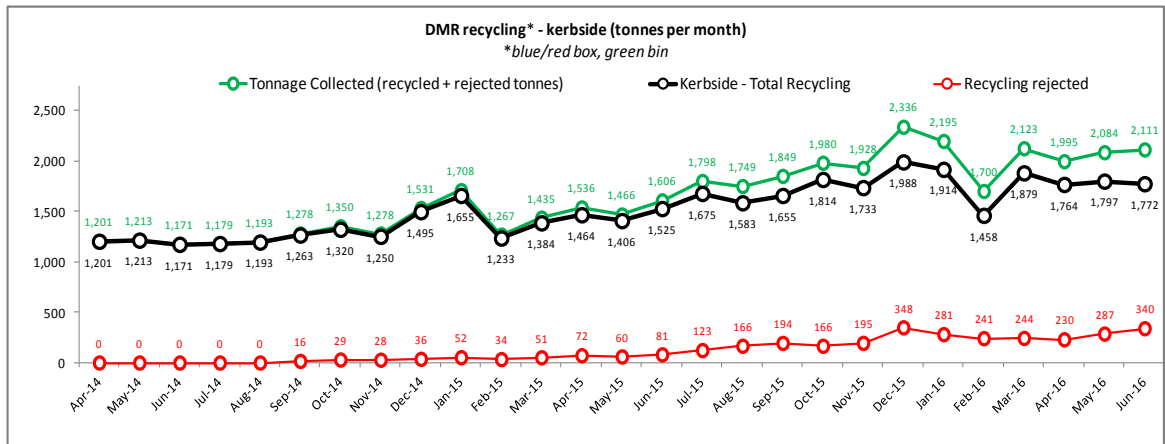


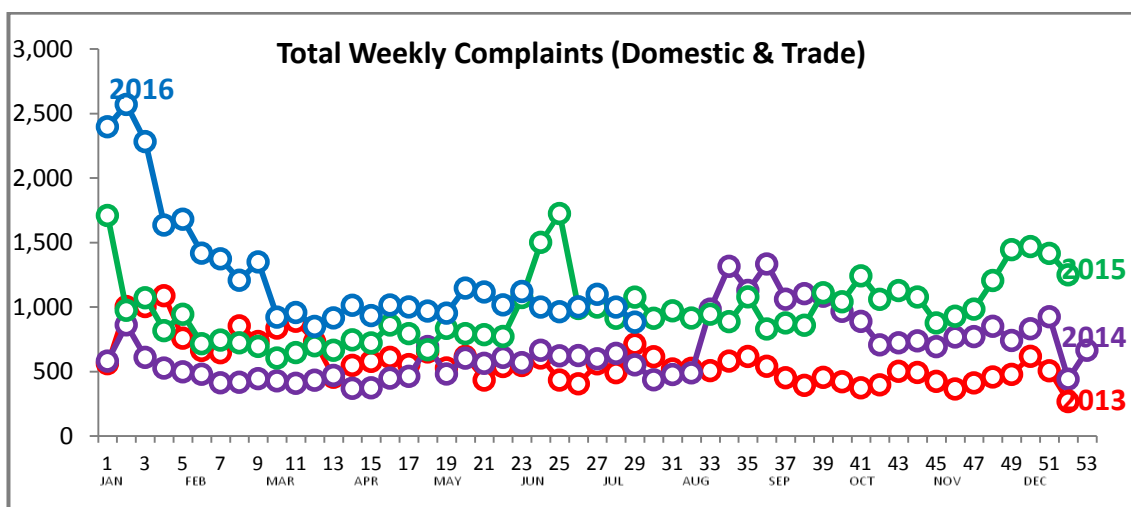
Figure 6: Kerbside green bin and blue box recycling tonnages by month

3.18 The amount of materials rejected has also increased. The reasons for this need to be explored further. It may reflect improvements in the sorting processes to improve the quality of collected materials, or a reflection of processors becoming stricter about the materials they will accept in response to market conditions, or it could be householders presenting more contaminated recycling. It should be noted that a new contract will be let this year for the sorting and recycling of these materials.

3.19 Following the roll out of this service to mainly low density households (i.e. mainly to detached and semi-detached housing stock) a priority for the year ahead will be enhancements to the communal bin services provided to tenemental and flatted properties, and in particular on street recycling.

Complaints

3.20 Weekly complaints numbers since 2013 are detailed below.



3.21

Figure 7: Combined complaints by year

- 3.22 On average to date during April-June, 1,014 complaints a week were received by Waste Services. With approximately 480 000 collections a week, this represents 0.21% of collections resulting in a customer complaint. The majority of complaints relate to non-collection of waste but these include complaints made when the waste was presented late.
- 3.23 A breakdown of complaints for domestic waste services only during the first quarter is provided by collection stream:

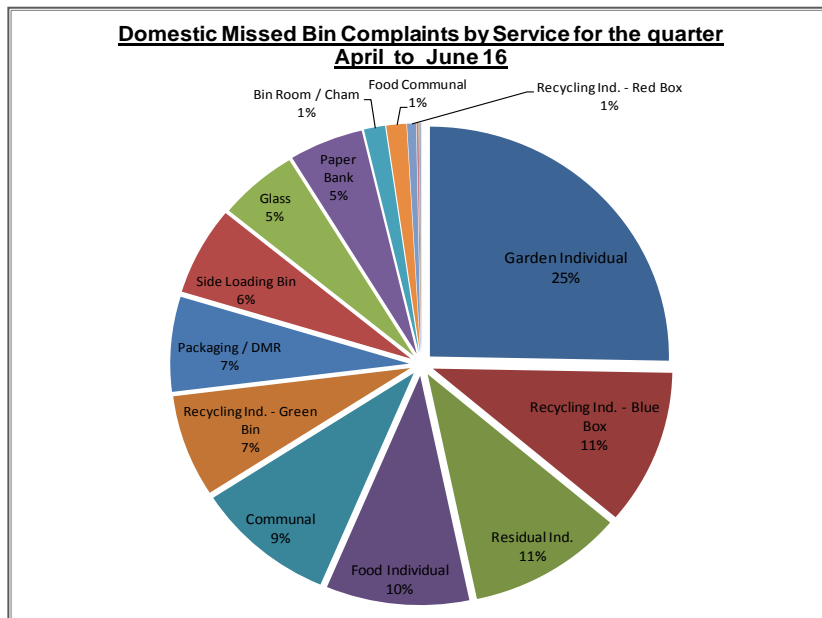


Figure 8: Combined household waste service complaints by service

- 3.24 Complaints have declined sharply over the course of the year to date as a result of measures reported previously such as crews and supervisors working in one area to gain better knowledge of their routes and rerouting of services.
- 3.25 In this quarter the biggest source of complaints has been garden waste reflecting the seasonal nature of this service (i.e. participation rates and tonnages increase significantly during spring and summer). Steps are being taken to reduce the level of complaints by reducing the use of agency staff and bringing in permanent and more stable staffing of these routes. A trial of new in-cab routing software which will improve information for crews on routes and bin locations will also commence in September. If successful this technology will be rolled out across the rest of the service.
- 3.26 Work will continue to further drive down complaints over the year ahead, with measures such as the removal of the trade waste collections providing more capacity to focus on the household waste collections which represent the majority of the waste we manage.

4. Measures of success

- 4.1 Achievement of the Council's targets for increasing recycling and reducing landfill, and minimising service complaints.

5. Financial impact

- 5.1 Unrecycled material is currently disposed of as RDF and as landfill. In addition, there are costs associated with transporting landfill waste by rail from the transfer station at Powderhall to the landfill site at Dunbar. Quarterly disposal expenditures for 2016/17, including a comparison with the same period in 2015/16, are detailed in Table 3 below.

	2015-16	2016-17
Disposal Costs	Quarter 1 (Apr- Jun)	Quarter 1 (Apr- Jun)
Refuse Derived Fuel (RDF)	£682,390	£5,799
Landfill	£2,858,095	£3,566,891
Freight / Haulage	£204,138	£317,516
Total monthly disposal costs	£3,744,623	£3,890,206

Table 3: Disposal Expenditure 2015/16, 2016/17

- 5.2 Although the amount of waste disposed of via landfill or refuse derived fuel in the reporting period (31,393 tonnes) is down 3% versus the equivalent period last year, the disposal costs have increased. This is due to a significant drop in waste being disposed of via RDF as a result of market conditions reducing demand for the product. This resulted in more waste being sent to landfill which is a more expensive disposal route.

6. 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 requirements that require to be taken into account.

7. Equalities impact

- 7.1 There are no direct equalities impacts resulting from this report.
- 7.2 The Waste Management service meets the public sector duty to advance equal opportunity by taking account of protected characteristics in designing services, and by seeking to make recycling services more accessible to all citizens.

8. 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.

9. Consultation and engagement

- 9.1 Consultation and engagement is carried out as new services are rolled out and this work continues to respond to customer enquiries around service changes, to both support and encourage residents to maximise the use of recycling services.

10. Background reading/external references

- 10.1 Not applicable

Paul Lawrence

Executive Director of Place

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11. 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 P50 Meet greenhouse gas targets, including national target of 42% by 2020
Council Priorities	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 Appendices

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

Not applicable

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Objections to Proposed Car Club Parking Places – Station Road, Corstorphine and Manor Place

Item number	8.4
Report number	
Executive/routine	Routine
Wards	6 – Corstorphine/Murrayfield 11 – City Centre

Executive Summary

As part of the on-going roll out of the Car Club Parking Scheme a number of new parking places were recently proposed to take account of an increase in the number of persons using the scheme. These included the introduction of two Car Club parking places on the west side of Station Road, Corstorphine and one on the west side of Manor Place.

Objections were received when the proposals were advertised to the public. This report considers the representations made by the objectors and makes recommendations on the future of the proposals.

Links

Coalition Pledges	P50
Council Priorities	CP8
Single Outcome Agreement	SO4

Objections to Proposed Car Club Parking Places – Station Road, Corstorphine and Manor Place

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received to the proposals on Station Road, Corstorphine and Manor Place; and
 - 1.1.2 makes the Traffic Regulation Orders as advertised.

2. Background

- 2.1 Each year a number of new Car Club parking places are proposed in various areas of the city. These require a Variation Order to the Traffic Regulation Order, governing the Car Club, to introduce the new parking places on-street.
- 2.2 The former industrial site on the east side of Station Road, Corstorphine is presently being redeveloped for housing. A Section 75 payment has been agreed with the developer to provide a Car Club parking place, for two vehicles, near to the development. After a survey of the area, a location on the west side of Station Road was proposed. (See attached plan, Appendix 1.)
- 2.3 The operators of the Car Club scheme informed the Council that they have a large number of members in the north-west area of the city centre and requested the provision of an additional parking place. On surveying the area a location on Manor Place, near to its junction with Chester Street, was chosen. (See attached plan, Appendix 2.)

3. Main report

- 3.1 The proposals to make the necessary amendments, to introduce the proposed parking places, were advertised from 23 January until 13 February 2015 for the proposed bay on Station Road and from 10 July until 31 July 2015 for the proposed parking place on Manor Place. One letter of objection was received with regard to the proposal for Station Road and one with regard to the proposal for Manor Place.

- 3.2 The objector to the Station Road proposal was concerned with the loss of parking space. Parking is not restricted on Station Road other than at the Greenway parking and loading bays near to its junction with St John's Road and small lengths of double yellow line restrictions at its junctions with Corstorphine House Avenue and the Paddockholm. The removal of an eleven metre section of kerbside parking space, on the west side of Station Road, is necessary for the introduction of the Car Club parking place. There are numerous other locations within Station Road where people can park.
- 3.3 The introduction of the Car Club parking place on Manor Place requires the removal of one public parking place and the relocation of a motor cycle parking place. The Car Club relies on the parking places to advertise the scheme and it is considered that the proposed location near to the junction of Manor Place and Melville Street is a prominent position.
- 3.4 The objection to this proposal was from an adjacent resident who considers that the Car Club parking place should be located closer to Chester Street and the public parking places on the west side of Manor Place should be given over to residents parking.
- 3.5 It was not the intention of this proposal to disadvantage any of the residents but to assist those who require access to a vehicle for only short periods.
- 3.6 The Council is presently considering, within its Parking Action Plan, the introduction of more "shared use" parking places. These allow both residents displaying the relevant permit or non-residents purchasing parking time to park in these places. The roll out of these will result in numerous public parking places being available for residents to park. The public parking places on Manor Place are to be considered for "shared use" parking and this will assist residents in the area.

4. Measures of success

- 4.1 The introduction of the Car Club parking places will provide those persons, currently with no access to private transport, the ability to make certain journeys.
- 4.2 The additional Car Club parking places will result in more persons using the scheme and a reduction in the number of persons living in the city owning a car.

5. Financial impact

- 5.1 The costs of introducing the yellow line markings can be contained within existing Parking revenue budgets.

6. 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.

7. Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no impact on those covered by the Protected Characteristics.
- 7.2 The proposals aim to enhance safety for road users and as such the contents of this report enhance the right to physical security, by improving the right to a safe environment, with minimal negative impact on the standard of living due to the loss of parking amenity.
- 7.3 The proposals will also give persons currently with no access to a vehicle the ability to use a car for certain journeys, should they wish to join the Car Club.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on adaptation to climate change or sustainable development. There may be a reduction on the carbon impact as the introduction of the Car Club parking places may encourage residents to not purchase a car, or second car, using the Car Club vehicles instead.

9. Consultation and engagement

- 9.1 These proposals have been advertised in the press, on-street and on the Council website.
- 9.2 Letters were sent to statutory bodies representing persons likely to be affected by the proposals. The local ward Councillors, Community Council and emergency services have also been consulted. No comments were received.

10. Background reading/external references

10.1 None.

Paul Lawrence

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11. Links

Coalition Pledges	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council Priorities	CP8 - A vibrant, sustainable local economy
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1- Plan of the proposed Car Club parking place, Station Road, Corstorphine. Appendix 2 - Plan of the proposed Car Club parking place, Manor Place.

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

A71 Dalmahoy Junction – Traffic Signals Option

Item number	8.5
Report number	
Executive/routine	Routine
Wards	2 - Pentland Hills

Executive Summary

A petition was considered by the Petitions Committee on 4 September 2014; regarding a request for the installation of traffic signals at the A71 Dalmahoy junction to improve road safety particularly for pedestrians.

The Transport and Environment Committee considered this petition on 28 October 2014, and asked for a follow up report on the possible options at this location together with their effectiveness and cost.

An options report was presented to the Transport and Environment Committee on 17 March 2015, who agreed that the installation of traffic signals was the only practical option to improve road safety for both vehicles and pedestrians. The Committee agreed for a detailed design of a signalised junction to be undertaken and asked for a more detailed cost estimate, along with details of any available funding.

This report provides an update on further work undertaken since March 2015.

Links

Coalition Pledges	P44
Council Priorities	CP4 , CP9
Single Outcome Agreement	SO4

A71 Dalmahoy Junction – Traffic Signals Option

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes that sufficient detailed design work has been undertaken to produce a workable junction layout and a more detailed cost estimate;
 - 1.1.2 notes that there is a projected funding shortfall of between £132,380 and £222,380;
 - 1.1.3 agrees that negotiations be undertaken with affected landowners, seeking to acquire the land required for a signalisation scheme by agreement;
 - 1.1.4 agrees that the detailed design should be completed, such that the scheme will be 'shovel ready' and that a further report be submitted to Committee on possible funding options; and
 - 1.1.5 agrees that a low cost safety scheme involving vehicle activated signs be introduced as a interim measure to address the current collision profile at the junction.

2. Background

- 2.1 The Petitions Committee, at its meeting on 4 September 2014, referred a petition entitled “Dalmahoy Traffic Lights Needed” to the Transport and Environment Committee. The petition requested the installation of traffic signals at the Dalmahoy Junction on the A71 in order to improve road safety, particularly for pedestrians.
- 2.2 The Transport and Environment Committee on 28 October 2014 (Item 7.15b) considered the petition on the Dalmahoy Junction. It agreed to request a further report outlining a range of options and costs for improvements.
- 2.3 Three options were investigated: 1) full signalisation of the junction; 2) installation of a signal controlled pedestrian crossing; and 3) installation of a pedestrian refuge island. These options were reported to the Transport and Environment Committee on 17 March 2015 (Item 8.1).

- 2.4 The Transport and Environment Committee considered the options and decided that the installation of traffic signals was the only practical option to improve road safety for both vehicles and pedestrians. As the scheme had an estimated funding shortfall of approximately £76,000 at that time, and therefore could not proceed to construction, the Committee agreed to undertake a detailed design for the signalisation of the junction with a more detailed cost estimate and request a further update once this has been done.

3. Main report

- 3.1 Following Committee's decision in March 2015, traffic surveys have been undertaken at the Dalmahoy junction to determine the existing traffic levels and turning movements. A topographical survey was also carried out to model the junction layout. Traffic modelling was then undertaken to determine the optimum signal phasing and traffic lane requirements.
- 3.2 Sufficient detailed design work has been undertaken to produce a workable junction layout. The proposed layout is attached as Appendix 1: A71 Dalmahoy Road Junction, Signalisation General Layout. It should be noted that it would be necessary to acquire areas of land that are not currently in Council ownership to construct this layout.
- 3.3 The estimated cost of constructing the full junction signalisation, including land acquisition costs (see 3.10) and an allowance of £30,000 for completing the detailed design, procurement and site supervision, is £430,400.
- 3.4 An investigation into potential funding sources for the scheme has been undertaken. £208,020 of funding has been identified from Planning and Transport Capital budgets:
- 3.4.1 £143,020 from Road Safety (see 3.7).
 - 3.4.2 £25,000 from Access to Bus Stops.
 - 3.4.3 £40,000 Section 75 Craigpark Quarry Planning Application.
- 3.5 A further £90,000 of potential funding has been identified from other sources. It should be noted that these funding contributions have not been secured.
- 3.5.1 £30,000 from Cycling, Walking and Safer Streets.
 - 3.5.2 £50,000 from South West Locality Transport and Environment (ie £25,000 each year for a two year period).
 - 3.5.3 £10,000 from Marriott Hotel Group, subject to the conclusion of a formal agreement.
- 3.6 This leaves a projected funding shortfall of £132,380. Should some or all of the potential funding detailed in 3.5 above not be secured the shortfall could potentially rise to as much as £222,380.

- 3.7 The junction currently has a collision history of four personal injury collisions over the last three years of held records. These form a pattern of vehicle collisions involving vehicles turning into and out of the side roads. Bringing the junction under signal control is expected to reduce these collisions by two thirds. Personal Injury collisions are attributed a cost by Transport Scotland, which is updated annually. This estimates the immediate costs incurred after a collision, both personal and to society. The current figure given is £160,898 for each collision. This allows us to work out a basic cost/benefit to give the financial rate of return from the installation of these signals as £143,020 for the first year post construction. This allows for the amount quoted in 3.4.1 to be allocated from the Road Safety budget.
- 3.8 The amounts quoted in 3.4.1, 3.5.1 and 3.5.2 above differ from those reported previously within the 17 March 2015 report to Committee. The Road Safety contribution, quoted in 3.4.1, has changed because Transport Scotland has updated the cost attributed to a personal injury collision in the interim period. The two other amounts have changed because the levels of funding available from these sources vary over time. The amounts reported previously reflected the levels of funding potentially available at that time but these sums were not specifically set aside for use on the project, given that there was no definite commitment to its implementation.
- 3.9 Given the projected funding shortfall of between £132,380 and £222,380 it is recommended that negotiations be undertaken with affected landowners, seeking to acquire the land required for a signalisation scheme by agreement. The detailed design should also be completed, such that the scheme will be 'shovel ready', should sufficient funding for construction become available in the future.
- 3.10 From previous experience, the acquisition of the required land is likely to take at least a year to complete. It is anticipated that this will incur an approximate cost of £15,000, including legal costs for all parties.
- 3.11 It is also recommended that a low cost safety scheme be introduced as an interim measure, to address the current collision profile at the junction. At an approximate cost of £12,000, vehicle activated "staggered junction ahead" signs could be erected, which would be triggered by oncoming traffic when vehicles are either sitting at the give way line or in the centre of the road waiting to turn right. This would, however, not bring an immediate benefit to pedestrian safety at this location.

4. Measures of success

- 4.1 Success will be measured through:
- 4.1.1 A reduction in the collision rate, as measured through the comparison of before and after collision statistics.
 - 4.1.2 An improvement in exiting and entering the side roads.
 - 4.1.3 Improved pedestrian access to Dalmahoy Hotel and encouraging the use of Public Transport through access to the bus stops.

5. Financial impact

5.1 As detailed in main report.

6. Risk, policy, compliance and governance impact

6.1 There are no significant governance, health and safety, compliance or regulatory implications expected, as a result of approving the recommendations of this report.

7. Equalities impact

7.1 An Equalities and Rights Impact Assessment has been prepared and is available as background reference. There are no direct negative equalities or human rights impacts anticipated and the proposals are expected to enhance accessibility to the Dalmahoy Hotel complex and to Ratho village, for both vehicular and pedestrian traffic, especially for elderly, young and mobility or visually impaired pedestrians who encounter difficulties in crossing busy roads.

8. 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 summarised as follows:

8.1.1 Potential for positive impact on the environment by reducing speeds, reducing the potential for collisions and removing community severance.

8.1.2 The proposals in this report will help achieve a sustainable Edinburgh as it will enhance access to public transport, aid social cohesion and inclusion as well as equality of opportunity.

9. Consultation and engagement

9.1 Consultation will be carried out on the design and construction of any proposed scheme. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Neighbourhood Managers;
- Bus operators;
- Emergency services; and

- Affected landowners.

9.2 Initial consultation has been carried out with the Marriott Dalmahoy Hotel, with a view to securing funds and further consultation will be carried out on the design and construction of any proposed scheme.

10. Background reading/external references

- 10.1 Transport and Environment Committee Report – Item 7.15b, Dalmahoy Junction – Response to Petition, 28 October 2014.
- 10.2 Transport and Environment Committee Report – Item 8.1, A71 Dalmahoy Junction – Options Report, 17 March 2015.

Paul Lawrence

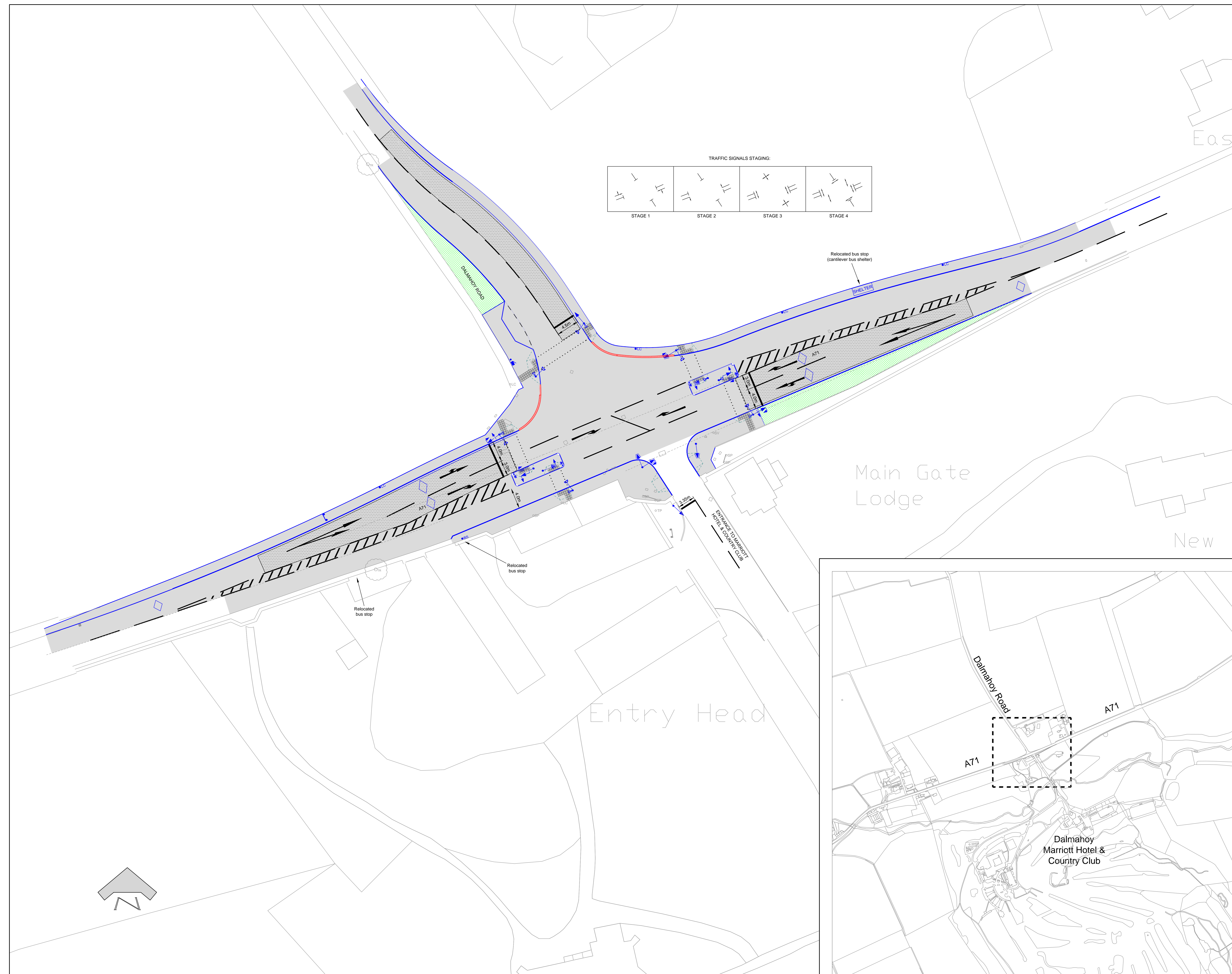
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11. Links

Coalition Pledges	P44 - Prioritise keeping our streets clean and attractive
Council Priorities	CP4 – Safe and empowered communities CP9 – An attractive city
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - A71 Dalmahoy Road Junction, Signalisation, General Layout



- NOTES:**
- KEY:**
- New kerbline
 - New edging kerbline
 - New drainage kerbline
 - New carriageway & footway
 - High friction surfacing
 - Verge
 - White road markings
 - Stainless steel studs
 - White direction arrows
 - Traffic signals
 - Tactile paving
 - Drop kerb crossing

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100023420 (2016)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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

PLACE
PLANNING & TRANSPORT
TRAFFIC & ENGINEERING
TRANSPORT DESIGN & DELIVERY

A71 / Dalmahoy Road Junction
Signalisation
General Layout

Date: 1 June 2016
Scale: 1:250 @A1

Job No. 636718

Drawn by: A Parkinson
Checked by: D Wilson
Reviewed by:

LOCATION PLAN
Scale 1:10,000

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Proposal to Introduce Traffic Calming Measures on Viewfield Road and Muirend Avenue

Item number	8.6
Report number	
Executive/routine	
Ward	2 - Pentland Hills

Executive Summary

Concerns were raised to the South West Locality Roads Team by local residents about traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue. These concerns were supported by the Juniper Green Community Council and local Elected Members. A consultation was subsequently undertaken to gather the views of all residents on the proposed introduction of traffic calming measures on these streets.

The report summarises the responses to the traffic calming consultation and sets out a proposal to introduce traffic calming measures.

Links

Coalition Pledges	P33
Council Priorities	CP4 , CP11
Single Outcome Agreement	SO4

Proposal to Introduce Traffic Calming Measures on Viewfield Road and Muirend Avenue

1. Recommendations

- 1.1 It is recommended that the committee:
 - 1.1.1 notes the results of the consultation to introduce traffic calming measures in Viewfield Road and Muirend Avenue; and
 - 1.1.2 sets aside the objections to this proposal and approves the installation of road humps in Viewfield Road and Muirend Avenue.

2. Background

- 2.1 Concerns were raised by local residents regarding traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue. These concerns were supported by the local Community Council and local Elected Members.
- 2.2 A survey was undertaken to collect the views of all the local residents regarding the abovementioned issues and the proposal set out in this report. This indicated broad support for the proposal to introduce speed humps onto Viewfield Road and Muirend Avenue.

3. Main report

- 3.1 Concerns were raised by local residents regarding traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue.
- 3.2 The source of the issue was identified as drivers wishing to bypass the traffic lights at Wester Hailes Road junction with Lanark Road. These drivers were using Viewfield Road and Muirend Avenue to avoid waiting to make a right turn at the traffic lights. It was felt that the volume and speed of traffic was not suitable for residential streets and drivers should be dissuaded from taking this route.
- 3.3 A traffic survey was carried out between 4 September 2014 and 6 October 2014. This showed that the level of vehicle use was higher than expected during peak hours on this residential street.

- 3.4 Several avenues to achieve a desired outcome of a reduction in vehicle speed and volume were suggested and explored with the complainants. These were not found to be practical, feasible or likely to be tolerated by local residents. These included:
- 3.4.1 Banning entrance from Wester Hailes Road to all traffic except residents;
 - 3.4.2 Banning the right turn from Wester Hailes Road during particular hours;
 - 3.4.3 Installing road infrastructure to limit access to the public carriageway ('flowplates');
 - 3.4.4 Closing one end of the through route; and
 - 3.4.5 Installing a right turn filter to the lights at the Gillespie crossroads.
- 3.5 With the exception of retaining the status quo, the only remaining viable option was to install traffic calming in the form of speed humps to dissuade through traffic from using the route solely to avoid the nearby traffic lights. It was felt that this may also help to reduce vehicle speed, enhancing the area and improving safety.
- 3.6 A traffic calming scheme was designed to introduce 75mm full width speed humps at suitable points along the length on Viewfield Road and Muirend Avenue (Appendix 1).
- 3.7 On 6 May 2015 letters were sent to 43 properties by 1st Class 'signed for' mail (all 25 properties on Viewfield Road, all 16 properties on Muirend Avenue, and 2 nearby properties on Wester Hailes Road) (Appendix 2). The letters outlined the proposals for the installation of speed humps and included the design documents (Appendix 1), response form (Appendix 3) and FAQ sheet (Appendix 4). Responses were accepted by post, in person and by e-mail. Details of the proposal were also displayed at the local neighbourhood office.
- 3.8 A deadline for responses opposed to or in favour of the proposals was given as close of play on Friday 5 June 2015. Consultees were advised that non-responses would be counted neither for nor against the proposals. No responses were received after the deadline given and only one letter was returned as undelivered and not claimed at the local sorting office.
- 3.9 The results of the consultation are summarised as follows:
- 3.9.1 Twenty responses were received (47% of total);
 - 3.9.2 Sixteen responses were received from properties on Viewfield Road - fourteen in favour and two against the installation of speed humps (88% in favour);
 - 3.9.3 Three responses were received from properties on Muirend Avenue – two in favour and one against the installation of speed humps (66% in favour);
 - 3.9.4 One response was received from a property on Wester Hailes Road in favour of the proposals (100% in favour);

- 3.9.5 In total seventeen responses were received in favour of the proposals with three against. As a percentage of the responses received this represents 85% in favour with 15% against. As a percentage of the total properties in the street 40% were in favour with 7% against with 53% non-returns;
- 3.9.6 Two comments were included in responses against the proposals. These were: 1) a concern that problems would be experienced exiting driveways due to displaced parked cars and vehicles slowing for the speed humps. They felt the focus should be on prosecuting speeding drivers by Police Scotland; 2) a perception that speed humps adversely affect vehicle suspension.
- The FAQ sheet clearly advises that parking is permitted on speed humps and so displacement is not expected, while a reduction in speed and a reduced risk to vehicles manoeuvring in the street are the objectives of the proposed measures. The design of the speed humps is to a standard specification approved for use on the carriageway and tested to ensure damage does not occur if negotiated at an appropriate speed.
- 3.9.7 Six comments made in favour of the proposals were: 1) that traffic calming was considered necessary for the Council to maintain public safety, previously a resident's pet was killed by vehicle travelling at speed, 2) that a request was received for 20mph to also be implemented with signage present, 3) that a resident felt the results of speed survey were skewed towards lower speeds by building works that were present and the presence of large vehicles which acted as traffic calming, 4) that a request was received to install more severe speed bumps than the design specification provided, 5) Two responses simply stating that they strongly supported the proposals.
- 3.9.8 All the local residents involved in the consultation were written to informing them of the outcome of the consultation and proposals to introduce traffic calming (Appendix 5). Following this communication, the only subsequent contact has been from those wishing to see the early implementation of the scheme.
- 3.10 Ward Councillors and the Community Council were consulted and were fully supportive of the introduction of the proposed traffic calming measures.

4. Measures of success

- 4.1 Increased safety on Muirend Avenue and Viewfield Road due to reduced speed and volume of traffic.
- 4.2 Reduction in complaints from local residents.
- 4.3 An improved sense of empowerment and engagement for the local community through participation in finding a solution to a local issue.

5. Financial impact

- 5.1 Financial implications include the cost of installing the speed humps, line marking and any required signage at the proposed locations.
- 5.2 The cost can be met from within the existing South West Locality revenue budget for 2016/17.
- 5.3 It is anticipated that this will be in the region of £2,500.00.

6. 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.

7. 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 and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

8. 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.

9. Consultation and engagement

- 9.1 Requests were made by local residents via the local Community Council and Elected Member.

- 9.2 A consultation was carried out with residents directly affected by the installation of traffic calming measures in the streets adjacent to their properties.
- 9.3 Proposals were given the support of the Community Council and ward Councillors when they were presented to them.
- 9.4 Letters detailing the results and outcome of the consultation were sent to all residents involved.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

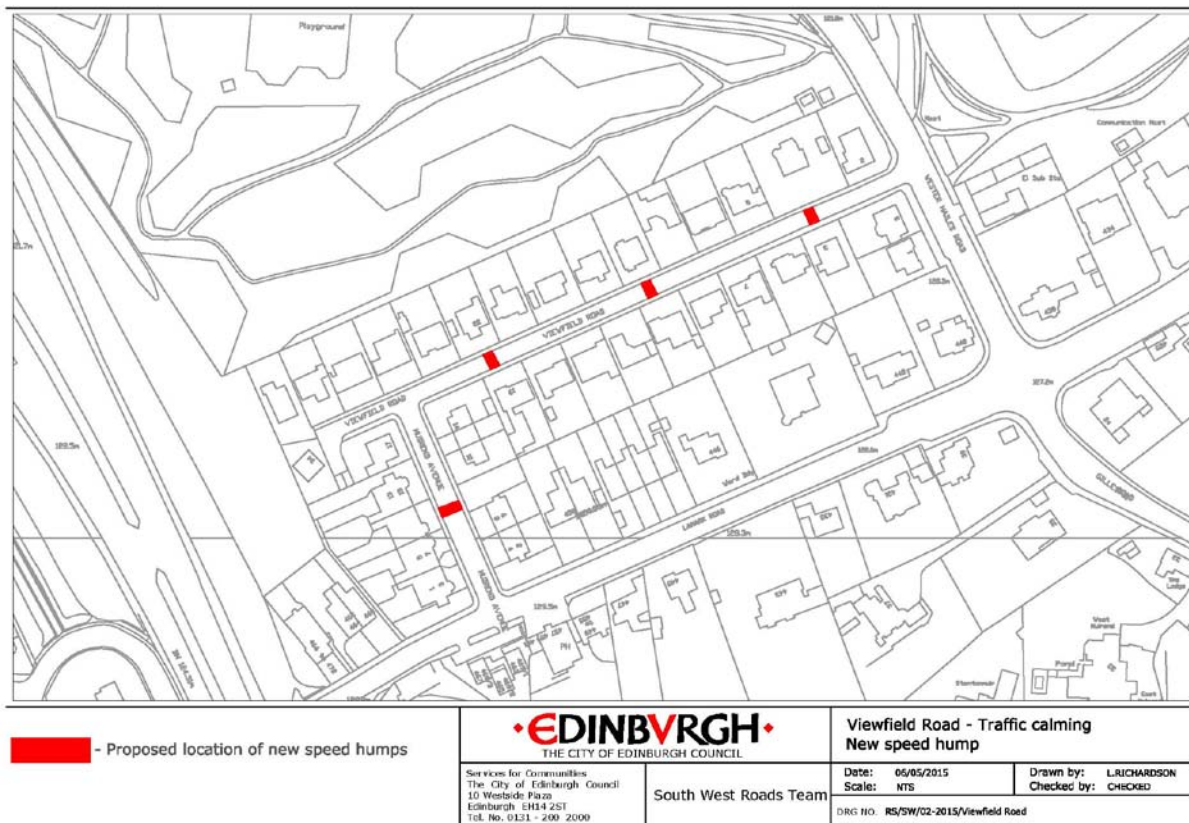
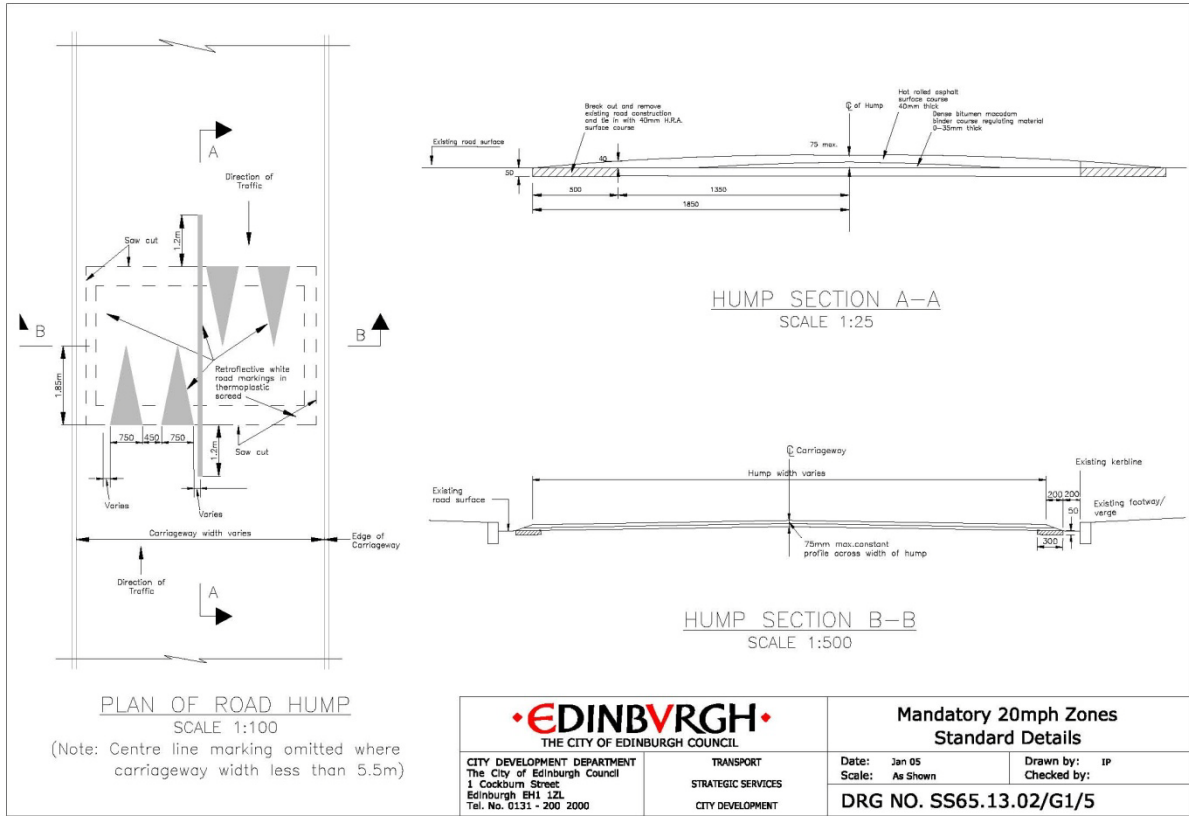
Contact: Dr Andy Edwards, Transport and Environment Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

11. Links

Coalition Pledges	P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council Priorities	CP4 - Safe and empowered communities. CP11 - An accessible connected city.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Design documents for traffic calming proposals including a plan of proposed locations for speed humps. Appendix 2 - Sample of letter sent to residents for consultation. Appendix 3 - Sample of response form included in consultation. Appendix 4 - Frequently Asked Questions sheet included in consultation. Appendix 5 - Sample letter of results of consultation sent to residents detailing proposed action.

Appendix 1 - Design documents for traffic calming proposals including a plan of proposed locations for speed humps.



Appendix 2 - Sample of letter sent to residents for consultation.

Owner/ Occupier
Viewfield Road
Edinburgh

Date 06 May 2015

Your Ref n/a

Our ref RS/SW/30102140/2V

Corr No.

Dear Sir/ Madam

TRAFFIC CALMING PROPOSALS – VIEWFIELD ROAD & MUIREND AVENUE

I write to you on behalf of the Roads Manager for the South West Neighbourhood, Dr Andy Edwards, regarding proposals to install traffic calming measures in Viewfield Road and Muirend Avenue.

Over recent years there have been concerns raised over the increase in traffic using the streets mentioned and the speed which these vehicles travel.

Traffic surveys were carried out which showed data confirming the volume of traffic during peak hours was considerable. As it is believed that the majority of these vehicles are attempting to bypass the traffic lights at Gillespie Crossroads a number of solutions have been looked at to attempt to resolve the situation. However, finding a workable solution which would be palatable to local residents was hard to find and the following options were considered but were rejected as explained:

1. “No entry except for residents” sign – The enforcement of this would be extremely hard to control, there would also be issues for visitors and deliveries to residents. These roads are adopted and anybody who has a legal vehicle is allowed to travel on them.
2. “No right turn between the hours ofand” sign – There would be the same issues as above, as Police Scotland will not have a resource to enforce a Traffic Regulation Order (TRO) due to other priorities.
3. Introduction of right filter light at Gillespie Crossroads – The Council’s Traffic Signals section has stated that adding a right filter lane at Gillespie Crossroads is not an option due to the fact that the signals phasing is already working at its optimum sequence and any additional phases would not work.
4. Closing one end of the road – Emergency Services are resistant to closing roads for access reasons both directly to properties and so they can bypass signalised junctions or queues in emergency situations. The City of Edinburgh Council would also be reluctant to close a public

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

10 Westside Plaza, Edinburgh EH14 2ST

Tel 0131 527 3852 Fax 0131 527 3888 roads.southwestvip@edinburgh.gov.uk



- road. This would also require the approval from the Secretary of State for Scotland for a Stopping Up Order to be promoted.
5. Installation of flow-plates on Viewfield Road – the Council does not install/allow road flow plates on a public road as they can be hazardous to both vehicles and pedestrians using or crossing the carriageway.

The remaining available option is traffic calming measures in the form of 4 humps across the full width of the carriageway, three in Viewfield Road and one in Muirend Avenue. Please see the enclosed plan for details of the proposed locations. They have been set out at these locations in accordance with Road Safety guidance, taking into consideration existing driveways and public utility apparatus.

At this stage we are attempting to collect the views of the local residents to achieve a broad consensus so that these plans can be progressed or rejected. I would therefore be grateful if you could complete the attached form (one per household), and indicating your support for, or opposition to, the current plans. This information will not be shared externally to the Council and will only be used to collate a total of those in favour and those against the proposal.

You can return these forms either by mail or in person to:

South West Roads Team, 10 Westside Plaza, Edinburgh, EH14 2ST.

Alternatively they can be scanned and returned by email to: roads.southwestvip@edinburgh.gov.uk

To enable us to plan efficiently I would ask that these are returned within prior to 05 June 2015. Any forms not returned by this time will be taken as a null response, and due to the relatively small size of the consultation it is important that as many actual responses are received as possible.

Also attached is a list of frequently asked questions along with a design drawing of the speed hump, if however, you have additional queries please do not hesitate to contact this office.

Yours sincerely

Andy Smith
Environmental Services Development Officer

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

10 Westside Plaza, Edinburgh EH14 2ST
Tel 0131 527 3852 Fax 0131 527 3888 roads.southwestvip@edinburgh.gov.uk



Viewfield Road / Muirend Avenue - Traffic Calming

We are hoping that the introduction of traffic calming in Viewfield Road and Muirend Avenue will reduce traffic speeds, reduce through traffic, (i.e. rat-running), promote walking and cycling and have an overall positive impact.

Do you broadly support the introduction of traffic calming in Viewfield Road and Muirend Avenue? (Please mark **one** box)

Yes

No

If you have any further comments please enter them here:

RS/SW/30102140/2V

Frequently Asked Questions

Will car parking be lost outside my house?

It is perfectly legal to park at the kerbside on top of road humps.

Why put a hump directly outside my house?

The traffic calming has been designed to comply with 20mph zone regulations which say that there must be a feature within 50m of the entry to a 20mph zone and another must follow within 100m. It may be possible to relocate a traffic calming feature a very small distance away from those shown on the drawing, but it will not be possible to leave one out altogether. They are also spaced to ensure speed reduction is achieved while minimising noise and vibration. Driveways and street furniture are taken into account when planning features

The constant slowing down and speeding up of vehicles will increase pollution from car exhausts!

'Stop-start' driving tends to occur where the humps or cushions are relatively widely spaced and rise to a height of 100mm over a short distance. The traffic calming has features at the optimum recommended spacing of approximately 70m apart. The humps will also have a more gradual rise to 75mm. This will not only keep vehicle speeds low, but should also encourage a smooth vehicle speed along the street. This will be beneficial to collision reduction and prevention as well as reducing noise and vehicle exhaust emissions.

Will the noise from vehicles driving over the road humps be heard from inside my property?

Studies carried out on behalf of the UK Government confirm that there is no noise increase where cars make up the main traffic flow and the humps are constructed to the recommended specifications. In fact as general speeds are lower and through traffic is discouraged from using a route, overall noise level is usually reduced.

Will my car be damaged by driving over road humps?

Independent research on all types of traffic-calming measures has failed to find any concrete evidence of damage to vehicles when road humps are approached at the correct speed.

What height will the road humps be?

Road humps will be 75mm high. This height has been chosen to reduce the chances of vehicles grounding, minimise noise and pollution while still effectively achieving a speed reduction consistent with a 20mph speed limit.

Appendix 5 - Sample letter of results of consultation sent to residents detailing proposed action

Owner/ Occupier
Viewfield Road
Edinburgh

Date 03 August 2015

Your Ref n/a

Our ref RS/SW/30102140

Corr No. 2

Dear Sir/ Madam

TRAFFIC CALMING PROPOSALS – VIEWFIELD ROAD & MUIREND AVENUE

I write to you on behalf of the Roads Manager for the South West Neighbourhood, Dr Andy Edwards, regarding proposals to install traffic calming measures in Viewfield Road and Muirend Avenue.

Over recent years there have been concerns raised about the increase in traffic using the streets mentioned and the speed which these vehicles travel.

Traffic surveys were carried out which showed data confirming the volume of traffic during peak hours was considerable. As it is believed that the majority of these vehicles are attempting to bypass the traffic lights at Gillespie Crossroads a number of solutions have been looked at to attempt to resolve the situation.

As you have previously been informed the only feasible option is traffic calming measures in the form of 4 humps across the full width of the carriageway. Three of these being in Viewfield Road and one in Muirend Avenue, at the locations previously identified which were selected in accordance with Road Safety guidance, taking into consideration existing driveways and public utility apparatus.

On 6 May 2015 letters outlining the proposed traffic calming measures were sent to 43 properties (including yours) by 1st Class 'signed for' mail, requesting feedback on the proposals.

A deadline for responses opposed to or in favour of the proposals was given as close of play on Friday 5 June 2015. An explanation was given that non responses would be counted neither for nor against the proposals. No responses were received after the deadline.

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

10 Westside Plaza, Edinburgh EH14 2ST

Tel 0131 527 3852 Fax 0131 527 3888 roads.southwestvip@edinburgh.gov.uk



20 responses were received (47% of total). One letter was returned as undelivered and not claimed at the local sorting office. Of the responses received 85% were in favour with 15% against. As a percentage of the total properties in the street 40% were in favour with 7% against.

Therefore, moving forward we will be presenting a report to the Transport and Environment Committee in due course. This will include all the information regarding the consultation with the residents and will contain a summary of any comments which were received (both for and against). The report will contain the recommendation that the proposed traffic calming measures are approved and work undertaken to install them on site.

If you wish to discuss this matter further then please contact the South West Roads Team on 0131 527 3878, or at roads.southwestvip@edinburgh.gov.uk.

Yours faithfully,

Andy Smith
Environmental Services Development Officer

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

10 Westside Plaza, Edinburgh EH14 2ST

Tel 0131 527 3852 Fax 0131 527 3888 roads.southwestvip@edinburgh.gov.uk



INVESTORS
IN PEOPLE

Gold



Transport and Environment Committee

10:00, Tuesday, 30 August 2016

Objections to Traffic Regulation Order TRO/16/09A-D 20mph Speed Limit – Various Roads, Edinburgh

Item number	8.7
Report number	
Executive	Routine
Wards	All

Executive Summary

This report details objections to Traffic Regulation Order TRO/16/09A-D which will make variations to the previously implemented Traffic Regulation Order TRO/15/17 for a citywide 20mph network. It informs Committee of the objections received to the Order and seeks approval to set these aside and make the Order as advertised.

Links

Coalition Pledges	P46
Council Priorities	CP4
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Objections to Traffic Regulation Order TRO/16/09A-D 20mph Speed Limit - Various Roads, Edinburgh

1. Recommendations

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

2. Background

- 2.1 On 17 March 2015, the Transport and Environment Committee approved an implementation plan for the roll-out of the citywide 20mph network previously approved on 13 January 2015, following consultation. Committee also authorised commencement of the statutory procedures (Traffic Regulation Order) required to introduce a 20mph speed limit for the approved network.
- 2.2 Advertised in May 2015, the Order received 86 representations, of which 54 were considered objections and were reported to Committee on 12 January 2016. Committee agreed to set these aside and make the Order (TRO/15/17) for a citywide 20mph speed limit. This covers all of the city centre, most shopping streets and other residential areas. Phased implementation of the relevant signage is planned between June 2016 and February 2018.

3. Main report

- 3.1 As the subsequent detailed design process for the several thousand streets in the city subject to the revised speed limit progressed, it has become apparent that some variations are required to TRO/15/17 to add or remove streets, either in whole or in part, from the Order. These variations will be made under the proposed TRO/16/09A-D.

- 3.2 The proposed variations are required for various reasons:
- 3.2.1 To add new streets that did not exist when the original Order was scheduled;
 - 3.2.2 To make minor changes to the previously agreed 20mph network, to address issues identified during detailed design or following consideration of feedback received since the original Order was made;
 - 3.2.3 To add a small number of streets omitted from the original Order; and
 - 3.2.4 To add a small number of streets omitted from historical 20mph zone Orders.
- 3.3 In addition, variations are required to move some streets to a different Area List within the Order.
- 3.4 All the necessary variations currently identified are included in the proposed TRO/16/09A-D. However, it is likely that the need for further variations will arise as the city's road network changes, the detailed design process progresses to conclusion and further feedback is received.

Procedure

- 3.5 The Order was advertised in June 2016. In accordance with the relevant legislation, on-street notices were erected, advertisements published in the local press and copies of all relevant documents made available for viewing at the City Chambers. The TRO was advertised in four parts:
- 3.5.1 TRO/16/09A - 20mph streets requiring inclusion in the Order;
 - 3.5.2 TRO/16/09B - Streets to be added to the Order;
 - 3.5.3 TRO/16/09C - Streets to be removed from the Order; and
 - 3.5.4 TRO/16/09D - Streets to be moved within Areas within the Order.
- 3.6 As well as these legislative requirements, electronic copies of all relevant documents were published on the Council's website and on the Scottish Government's public information gateway, www.tellmesotland.gov.uk
- 3.7 By the end of the formal consultation period, the Council had received a total of thirteen objections. These comprised twelve individual objections to TRO/16/09C and one objection to TRO/16/09D. No responses were received to TRO/16/09A or B.

Objections to TRO/16/09C

- 3.8 All twelve objections to TRO/16/09C were based on the mistaken understanding that the variation was seeking to remove the existing 20mph designations on Queen's Drive in Holyrood Park. This however is not the function of the variation.

- 3.9 The original TRO/15/17 had included the section of Queen's Drive between Holyrood Gait and Horse Wynd, which is currently signed as 20mph within Phase 1 of the citywide roll-out to improve the relationship between the new 20mph signage and that already existing within the Park. However, it was subsequently agreed with Historic Environment Scotland, which manages and regulates the Park and its roads, that this section of Queen's Drive should instead continue to be regulated under The Parks Regulation Acts 1872 to 1974 and The Holyrood Park Regulations 1971, as at present, to ensure consistency with the remainder of the Park. Consequently, the variation is required to remove this section of the road from TRO/15/17. The existing 20mph speed limit will remain in place and will be unaffected by the variation, which is a technical correction.
- 3.10 Letters explaining this were sent to all objectors, and six of the objections were subsequently withdrawn in writing.

Objection to TRO/16/09D

- 3.11 TRO/16/09D seeks to ensure that particular streets or sections of streets are contained within the correct implementation phase and accordingly moves them between areas. One objector was concerned that two particular streets did not appear in the list for 20mph designation. A letter of explanation was sent, confirming that the streets in question were contained within the original TRO/15/17 and would be implemented in due course, with no need for them to be described in TRO/16/09D.

Next Steps

- 3.12 Implementation of the citywide network is planned over four construction phases involving six zones. Phase 1 (City Centre and Rural West Edinburgh) became effective on 31 July 2016. The final phase is planned for implementation by February 2018.

4. Measures of success

- 4.1 The intended impacts and therefore measures of success for the project include:
- 4.1.1 reduction in speeds;
 - 4.1.2 reduction in numbers and severity of road casualties on relevant streets;
 - 4.1.3 increase in walking and cycling; and
 - 4.1.4 improvements to peoples' perceptions of 'liveability' and 'people-friendliness' of Edinburgh's streets.

5. Financial impact

- 5.1 The costs incurred with undertaking the statutory procedures described in this report are approximately £6,000. These are fully contained within the Transport managed Capital Investment Programme.

- 5.2 The total implementation cost of the project is estimated at approximately £2.2 million spread over three consecutive financial years. However, it is anticipated that the majority of project funding will either be obtained through successful external bids or ring-fenced funding allocated to the Council by the Scottish Government for projects aimed at improving safety and encouraging active travel. In this context £65,000 and £45,000 was secured from Scottish Government Smarter Choices, Safer Places funding in 2015-16 and 2016-17 respectively, with £150,000 and £580,000 secured from Sustrans Community Links funding in the same periods.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

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

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.
- 8.2 There is no conclusive evidence to suggest that the proposals to reduce the speed limit will have a positive or negative impact on carbon emissions.
- 8.3 It is, however, expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.
- 8.4 Relevant Council sustainable development policies have been taken into account.

9. Consultation and engagement

- 9.1 These proposals have been advertised in the press and through on-street public notices, in accordance with the relevant legislation.
- 9.2 Statutory bodies representing those the proposals could affect, including Community Councils, the emergency services, and local ward Councillors, received

advisory letters. Details were also published on the Council and Scottish Government websites.

10. Background reading/external references

- 10.1 Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit – Various Roads, Edinburgh - Report to the Transport and Environment Committee by the Acting Director of Services for Communities, 12 January 2016
- 10.2 20 for Edinburgh, 20mph Network Implementation – Report to the Transport and Environment Committee by the Acting Director of Services for Communities, 17 March 2015
- 10.3 Delivering the LTS 2014-2019, 20mph Speed Limit Rollout - Report to the Transport and Environment Committee by Director of Services for Communities, 13 January 2015
- 10.4 Transport 2030 Vision, The City of Edinburgh Council
- 10.5 The Local Transport Strategy 2014-19, The City of Edinburgh Council

Paul Lawrence

Executive Director of Place

Contact: Simon Lievesley, Senior Professional Officer

E-mail: simon.lievesley@edinburgh.gov.uk | Tel: 0131 529 4315

11. Links

Coalition Pledges	P46 – Consult with a view to extending current 20mph zones
Council Priorities	CP4 – Safe empowered communities
Single Outcome Agreement	SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all. SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO3 – Edinburgh’s children and young people enjoy their childhood and fulfil their potential. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendices 1-4: TRO/16/09A-D as advertised

**The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit)
(Variation No _) Order 201_ - TRO/16/09A**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, as amended, to introduce a 20mph speed limit on the roads listed below.

Details of the draft Order & related docs can be viewed 9.30am - 3.30pm Mon-Fri from 10/6/16 to 1/7/16 at City Chambers reception or online at www.edinburgh.gov.uk/trafficorders or www.tellmescotland.gov.uk.

Objectors must state their reasons in writing, with ref TRO/16/09A, to Traffic Orders, Place, City Chambers, High St, Edinburgh, EH1 1YJ not later than 1/7/16.

AREA 1-

Bruntsfield Terrace,	Hawthornbank Terrace,	Priesthill Street,
Castlebrae Place,	Kilngate Brae,	Ruthven Place,
Castlebrae Wynd,	Loganlea Avenue	Salamander Court,
Castleview Drive,	(Loganlea Ter - Restalrig Ave),	Salamander Place,
Castleview Terrace,	Loganlea Loan,	Salisbury Place,
Cluny Avenue,	Loganlea Place,	Southhouse Brae,
Fernieside Place,	Loganlea Road,	Southhouse Crossway,
Goodtrees Gardens,	Loganlea Terrace,	Southhouse Drive,
Gracemount House Drive,	Oxgangs Drive	Southhouse Place,
Groathill Loan,	(100m east from Oxgangs Pl)	Southhouse Walk,
Harvesters Place,	Papermill Wynd,	St Andrew Place,
Harvesters Square,	Pinkhill Park,	St Triduana's Rest,
Hawthornbank Place,	Priesthill Place,	Wellington Place.

**The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit)
(Variation No _) Order 201_ - TRO/16/09B**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, as amended, to introduce a 20mph speed limit on the roads listed below.

Details of the draft Order & related docs can be viewed 9.30am - 3.30pm Mon-Fri from 10/6/16 - 1/7/16 at City Chambers reception or online at www.edinburgh.gov.uk/trafficorders or www.tellmesotland.gov.uk.

Objectors must state their reasons in writing, with ref TRO/16/09B, to Traffic Orders, Place, City Chambers, High St, Edinburgh, EH1 1YJ not later than 1/7/16.

AREA 1- Balcomie Gdns, Bavelaw Rd, Borrowman Sq, Branders Pl, Burdock Rd, Carlow Gdns, Carrie Gr, Catelbock Cl, Cooper's Ct, Craw's Cl, Crawford Gait, Crawford Green, Croft-An-Righ, Dalmahoy Rd (Main St - No. 10), Daybell Loan, Dimma Pk, Eilston Dr, Eilston Rd, Eilston Ter, Hallyards Rd, Hewlett Way, High St (Kirkliston), Hope St (Sth Queensferry), Kennedy Walk, Kings View Cres, Kinleith Mill Rd, Lauson Pl, Lennymuir (Turnhouse Farm Rd - 50m west of boundary No. 6 including crescent section), Linn Mill, Lowrie Gait, Mackinnon Cres, Malachi Cl, Malachi Gait, Malachi Green, Malachi Rigg, Manse Rd (Kirkliston), Masson Cl, Maude Cl, Maude Pk, McArthur Rigg, Nether Bakehouse, Newmains Farm Ln, Old Quarry Rd, Packard St, Pikes Pool Dr, Quarrypark Dr, Queensferry Rd (Kirkliston (Kirklands Pk Rd - 50m north of Eilston Rd)), Rose Ln (Sth Queensferry), Sandercombe Dr, Stewart Ter (Walker Dr - Hopetoun Rd), Stillhouse Loan, Tansy St, The Glebe, Todshaugh Gdns, Turnhouse Farm Rd, W Norton Pl, Whinstone Pl, Wilkie View, Wintour Ln, Young St Sth Ln.

AREA 2- Bangholm Ave, Bangholm Gr, Bangholm Loan, Bangholm Pk, Bangholm Pl, Bangholm Rd, Bangholm View, Barleyhill Ter, Beaverbank Pl, Britwell Cres, Broad Wynd, Clark Ave, Clark Pl, Clark Rd (Denham Green Ave - Ferry Rd), Coatfield Ln, Craighall Gdns, Craighall Ter, Crewe Rd Nth (Parallel section at Nos 173 – 191), Crown St, E Fettes Ave (Carrington Rd - Fettes College access), Gordon St, Grandfield, Kingsburgh Cres, Kinnear Rise, Larkfield Gdns, Manderston St, Marine Esplanade, Maryfield Pl, Montgomery St Ln, Pennywell Rd, Quayside St, Queen Charlotte Ln, Saltire St, Seafield Rd E (Service Rd opposite Nos 4B - 20), Smith's Pl, Victoria Quay (Ocean Dr - SG car park), York Rd (Lennox Row - Starbank Rd).

AREA 3- Abbey St, Ardmillan Pl, Balgreen Rd (Parallel section at Nos 154 -170), Castlepark Gait, Castlepark Glade, Castlepark Green, Castlevue Gr, Cavalry Pk Dr, Colinton Rd (Abbotsford Pk - Morningside Rd), Comiston Gdns, Courage Gdns, Craighouse Pk, Craighouse Ter, Craigmillar Castle Loan, Dingwall Pl, E Newington Pl, E Preston St Ln, Gibson Ter, Gillespie Cres, Hailes St, Hay Pl, Horne Ter, Lurie Pl, McEwan Sq, McNeill St, Meadowbank, Montrose Ter, Morningside Gdns, Mountcastle Green, Mountcastle Pl, Murchie Cres, Murdoch Ter, Murieston Cres Ln, Northfield Sq, Oswald Rd (Kilgraston Rd - Blackford Ave), Park Ln, Plewlands Ave, Plewlands Gdns, Plewlands Ter, Polwarth Pk, Rackstraw Pl, Robin Pl, Romero Pl, Sir Harry Lauder Rd (Service Rd on Sth side), Slateford Rd (Moat Dr - Appin Pl), South Mellis Pk, Sth Oxford St, Southfield Pl, St Marks Pl, Steedman Row, Summerhall Sq, Thirlestane Ln, Thistle Pl, Westfield Ct, Whitehill Rd (To CEC boundary), Woodlands Gr.

AREA 4- Blinkbonny Rd (Edinburgh), Colonsay Way, Craigleith Ave Sth, Craigmuir Pl, Cramond Green, Cramond Rd Sth (Sth of Laurieston Farm Rd), Crewe Rd Sth (Avenue Villas - Craigleith Rd/Comely Bk Rd), Davidson Gdns, Ferry Gait Cres, Ferry Gait Dr, Ferry Gait Gdns, Ferry Gait Pl, Ferry Gait Walk, Macgill Dr, Telford Rd (Parallel section at Nos 204 – 206), West Ct.

AREA 5- Ashwood Gait, Birchwood View, Calder Rd (Pentland Gait Office Pk access), Calder Rd (Service Rd Nos. 21 – 29), Craigs Ave, Craigs Bank, Craigs Cres, Craigs Gr, Drum Brae Sth (Nos. 78 – 96), Fairbrae, Glasgow Rd (Gyle Public Park access), Graysknowe, Greenwood Cl, Hermiston, Hermiston Steading, Maplewood Pk, Murray Cotts, Oaklands Sq, Oakwood Ct, Pearce Gr, Saughton Mains St (Nth of tram line), Stenhouse Cross, Viewfield Rd, W Fairbrae Cres, W Fairbrae Dr.

AREA 6- Aldermoor Ave, Braid Mount Crest, Colinton Rd (Bridge Rd/Woodhall Rd - Westgarth Ave), Easter Steil, Firrhill Neuk, Firrhill Pk, Galachlaw Shot, Galachlawside, Harperrig Way, Mounthooly Loan, Oxgangs Cres, Oxgangs Drive (125m west from Oxgangs Cres), Oxgangs Gr, Spruce Way, White Dales.

**The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit)
(Variation No _) Order 201_ - TRO/16/09C**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, as amended, to remove the 20mph speed limit on the roads listed below.

Details of the draft Order & related docs can be viewed 9.30am - 3.30pm Mon-Fri from 10/6/16 to 1/7/16 at City Chambers reception or online at www.edinburgh.gov.uk/trafficorders or www.tellmesotland.gov.uk.

Objectors must state their reasons in writing, with ref TRO/16/09C, to Traffic Orders, Place, City Chambers, High St, Edinburgh, EH1 1YJ not later than 1/7/16.

Bankhead Drive (Section parallel to tram line (Cultins Road to Broomhouse Road)),
Dreghorn Link (All except cul-de-sac section at Nos 28-50),
Harvest Wynd,
Johnsburn Green,
Lochend Road, Ratho Station (North of No 24),
Lonehead Drive,
Maryfield, Portobello
Meadow Pl Road (Forrester Park Avenue to Ladywell Road),
Niddrie Mains Road (Niddrie Marischal Road to Duddingston Park South / The Wisp),
Pentland Ter (All except Nos 1 – 13A),
Pilmuir Grove,
Provost Haugh,
Queen's Drive,
Silverknowes Road (North of Silverknowes Parkway),
South Gyle Crescent (All except Nos 11 – 15/1),
Station Loan,
Stenhouse Drive (From No 75 North-West to Saughton Road),
Stirling Road (West of Kirklands Park Street),
Westfield Road (Westfield Avenue to Roseburn Street).

**The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit)
(Variation No _) Order 201_ - TRO/16/09D**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, as amended, to change the date that the 20mph speed limit will be implemented on the roads listed below.

Details of the draft Order & related docs can be viewed 9.30am - 3.30pm Mon-Fri from 10/6/16 to 1/7/16 at City Chambers reception or online at www.edinburgh.gov.uk/trafficorders or www.tellmesotland.gov.uk.

Objections must state their reasons in writing, with ref TRO/16/09D, to Traffic Orders, Place, City Chambers, High St, Edinburgh, EH1 1YJ not later than 1/7/16.

Area 1 to Area 2 - implementation date changed from 31/07/16 to 28/02/17 -
Regent Place, Royal Crescent.

Area 1 to Area 3 - implementation date changed from 31/07/16 to 28/02/17 -
Holyrood Park Road, Home Street, Leven Street, West Preston Street.

Area 2 to Area 1 - implementation date changed from 28/02/17 to 31/07/16 -
Marshall's Court, Easter Road (Regent Road to London Road)

Area 3 to Area 1 - implementation date changed from 28/02/17 to 31/07/16 -
Abbey Mount, Abbeyhill, Auldgate (Kirkliston), Earl Grey Street, Freeland Road,
Lothian Street.

Area 3 to Area 5 - implementation date changed from 28/02/17 to 31/07/17 -
Chesser Grove, Chesser Loan, Laichfield, Laichpark Place, Laichpark Road, New
Market Road, New Mart Gardens, New Mart Place, New Mart Road, New Mart Square.

Area 3 to Area 6 - implementation date changed from 28/02/17 to 31/01/18 -
Wester Steil.

Area 4 to Area 2 - implementation date changed from 31/07/17 to 28/02/17 -
East Werberside, East Werberside Place, Ferry Road, Werberside Mews, West
Werberside.

Area 5 to Area 3 - implementation date changed from 31/07/17 to 28/02/17 -
Ford's Road, Glendevon Park, Mayfield Road, Whitson Crescent, Whitson Place East,
Whitson Place West, Whitson Road (Whitson Way to Balgreen Road), Whitson
Terrace.

Area 5 to Area 6 - implementation date changed from 31/07/17 to 31/01/18 -
Sharpdale Loan.

Area 6 to Area 1 - implementation date changed from 31/01/18 to 31/07/16 -
Harlaw March.

Area 6 to Area 3 - implementation date changed from 31/01/18 to 28/02/17 -
Braid Road (North of Braidburn Terrace), Colinton Grove, Colinton Grove West,
Craiglockhart Drive North, Craiglockhart Gardens, Craiglockhart Place, Craiglockhart
Road North, Craiglockhart Terrace, Craiglockhart View, Glenlockhart Valley,
Lockharton Avenue, Lockharton Crescent, Lockharton Gardens, Meggetland Terrace.

Transport and Environment Committee

10.00am, Tuesday 30 August 2016

Objections to Traffic Regulation Order TRO/16/31 – Young Street

Item number	8.8
Report number	
Executive/routine	Routine
Wards	11 – City Centre

Executive Summary

A Delegated Powers report, authorised by Executive Director of Place dated 14 April 2016, titled 'Young Street Experimental Traffic Regulation Order – evaluation and future implementation' (Appendix 1), noted the success of the Experimental Traffic Regulation Order (ETRO) trial in Young Street, originally approved by Transport and Environment Committee on 26 August 2014, and approved the subsequent recommendation to commence a permanent Traffic Regulation Order (TRO) for this narrow side street in the city's West End.

The proposed TRO seeks to make permanent the successful temporary one way traffic management arrangements currently in operation, in order to secure their continuity and permanency. To achieve a seamless transition between the current ETRO and the proposed TRO, and avoid the temporary reversal of current arrangements, the Delegated Powers report highlighted the aspiration for the full report to be presented to the 30 August 2016 Transport and Environment Committee in order to meet ETRO timescale deadlines.

This report details the results of the statutory consultations for the order.

Links

Coalition Pledges	P47
Council Priorities	CP8, CP11
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order TRO16/31 - Young Street

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objection received to the advertised Traffic Regulation Order and the Council's responses to these in order to address them; and
 - 1.1.2 sets aside the objections received to the Traffic Regulation Order and approve the making of the Order, with regards to making permanent the current one way traffic management arrangements in Young Street, originally approved in August 2014.

2. Background

- 2.1 Traffic management issues arose in Young Street in 2014, partly linked to the year-long trials undertaken in George Street. Those trials, underpinned by a distinct ETRO which finished in September 2015, were required to fully examine potential changes to the operation of George Street and any impacts arising from these. Initially, buses, taxis and cycles that could no longer turn right from Charlotte Square were, instead, using Young Street, a narrow, one way street unsuited to higher volumes of traffic or heavier vehicles.
- 2.2 Prior to the George Street trials, Young Street had also experienced increased levels of vehicle traffic, linked to tram related traffic management changes. Traffic counts demonstrated that Young Street offered a 'rat run' for drivers wanting to get from Charlotte Square to Queen Street and then onto Queensferry Street. The reopening of Hope Street to two way traffic in August 2014 allowed heavy traffic to reach Queensferry Street more directly.

- 2.3 Research and data collection was arranged as a result of complaints received from local stakeholders in Young Street during the early stages of the George Street trials. This related to the increased volumes of traffic using the street and how the nature of the traffic had altered (including more tour buses and HGVs). This was widely acknowledged to be an issue and was corroborated at the time by the placement of temporary traffic counters in Young, Hill, and Thistle Streets. The quantitative data provided by the counters was complemented by qualitative information provided by researchers tasked with tracking data such as vehicle type, speed and exit patterns. In summary, the results from the combined research showed that there was an issue with the number of vehicles and the pattern of travel in Young Street.
- 2.4 Subsequently, a report to Committee in January 2015 proposed an ETRO that reversed the one way system in operation at the time from eastbound to westbound direction thus restricting vehicular access to Young Street from North Charlotte Street. The ETRO commenced on 23 March 2015. The report provided an earlier advisory end date of December 2015 for the trial, if required, but the latest legal end date remains at 18 months after the ETRO came into force, on 22 September 2016. As the trial has operated well in Young Street it will remain in force until the legal end date.

3. Main report

- 3.1 Following the coming into force of the ETRO in March 2015, ongoing dialogue with a number of residents showed that, after some initial confusion with the switchover of the one way system, traffic volumes had reduced considerably. Immediately after implementing the ETRO, the Council received some notification of vehicles entering Young Street the wrong way, however, once the ETRO was well established, no further complaints were received; by way of contrast, a number of compliments for the change were received by the Council.
- 3.2 Ongoing engagement with a range of stakeholders (including local businesses, individual residents, Community Councils and the Council's local Roads team for the area) indicates that the new traffic direction has ensured more suitable traffic uses on Young Street. Discussion with the Local Roads team and Tram team also indicate that the reversal, in fact, supports a wider approach to traffic management in the West End.
- 3.3 Wider area traffic counts were undertaken to monitor traffic volumes during the height of the summer season, in late July and early August 2015, once the ETRO was well established. These counts, as part of a package of assessments commissioned for the George Street ETRO, do not show any intolerable traffic increases or impacts, with any displacement contained on wider streets.

- 3.4 The trial one-way westerly traffic direction, which is now widely understood and adhered to, has been shown to benefit the ambient quality of Young Street and local area. It contributes positively to the wider city centre traffic management arrangements and appears to be valued by local stakeholders.
- 3.5 The most desirable outcome for Young Street is to continue the current ETRO traffic direction and make this permanent by making a TRO for the street. This can be implemented prior to the expiry date of the current ETRO, and thereby ensure a seamless and unbroken transition between Orders. This would avoid the need to reverse the arrangements in the street back to the extant TRO. It is not considered good practice to change traffic management arrangements back and forth. In this case, altering the direction of one way traffic in a narrow lane for a short period of time may risk vehicles entering the street in the wrong direction requires the need to have to reverse back into live traffic, as was the case at the start of the current ETRO, and this kind of change can take several months to be accepted.
- 3.6 It is usually the case that the TRO process cannot be completed in time for the ETRO expiry date and requires the trial arrangements revert back to the extant TRO when the 18 month legal end date is reached. This occurs because ETROs are mostly used to test major change with multiple impacts. In such cases, a full year's monitoring of impacts is needed before a review and assessment of any future options can be undertaken and this leaves insufficient time to run the TRO process.
- 3.7 The Young Street's ETRO is a small and discrete trial with overall positive impacts and, given the level of positive feedback received so far from local stakeholders, there is an opportunity to complete the TRO in time.
- 3.8 To progress to making Young Street's current east to west traffic direction permanent, the full TRO process commenced following a Delegated Powers report, authorised by the Executive Director of Place, dated 14 April 2016 and titled 'Young Street Experimental Traffic Regulation Order – evaluation and future implementation'. Formal consultations commenced shortly thereafter and the draft order was formally advertised on 16 May 2016.
- 3.9 No objections were received during the initial consultation period which ran from 19 April to 10 May 2016 and involved statutory bodies such as emergency services, Community Council, transport groups and public transport operators.
- 3.10 The draft Order was publicly advertised on 16 May 2016. At this time, those who had previously objected or provided comments during the consultation carried out for the original ETRO in 2014 were contacted again to highlight the advertising of the 2016 draft Order. Those who submitted objections to the original ETRO were informed that these would automatically be carried forward for consideration unless withdrawn in writing. Only three objections were received during the 2014 consultation including one from SPOKES which was later withdrawn. Those original objections not withdrawn are considered below. SPOKES did not object or provide comment during the consultation period for the current proposed order.

- 3.11 The two objections from 2014 came from two residents of a property in a street located 0.75 miles from Young Street. These identical objections noted that the key traffic management problem needing to be addressed was providing better access to Queensferry Street from Charlotte Square. The re-opening of access to Queensferry Street via Charlotte Square and Hope Street, it is reported, has helped address this matter. The other principal suggestion offered by these objectors included banning all bus, coach, tour bus, and heavy goods vehicles from Young Street instead of altering the direction of the one way system. Even though such a measure could be considered at some stage in the future, it is less straightforward to implement and enforce than simply altering the direction of the one way system. In addition, it would not address the matter that vehicles have been perceived to speed on Young Street as they seek to cut through the adjacent lanes to Frederick Street. The proposed TRO recommends a layout that ensures Young Street, Hill Street, and Thistle Street all run in contrary directions. Given the patterns of movement that the Council's research identified in tests in July 2014, it is believed that the current traffic management arrangements discourage speeding and discourage through traffic from using these narrow lanes. For these reasons, the objections are recommended to be set aside.
- 3.12 The majority of correspondence (12 representations in total) received during the original formal consultation period was complementary and heavily in favour of the proposals. During the recently completed consultation, which ended on 6 June 2016, a resident of Young Street sent in another letter of support in favour of making the existing arrangements permanent.
- 3.13 A single objection was received during the most recent consultation. The objector, who provided an address in Great King Street, made three suggestions as alternative options to making the current one way system in operation permanent. The first of these suggestions repeated the one made in 2014 to ban buses and heavier goods vehicles from Young Street. The response remains similar to that provided in 2014, outlined in 3.11, in that it is less straightforward to implement and enforce constantly and does not address the safety issue of speeding vehicles. In addition, it also creates access problems for services such as refuse collection vehicles. The second suggestion asked that the banned left turn from North Charlotte Street into St Colme Street be removed in order to make it easier for vehicle drivers to get onto Queensferry Street. The ability for drivers to make this manoeuvre existed temporarily for a period during the tram works but, more recently, access to Queensferry Street via Charlotte Square and Hope Street, along with the changed direction of one way Young Street traffic has improved matters for west and northbound traffic. The final point raised suggested the removal of any current or proposed restrictions to traffic on the north carriageway of George Street between Charlotte Square and Castle Street. The local area Roads team anticipate that this would result in traffic congestion on George Street as an unwanted consequence of eastbound vehicles using the street as a 'rat run' to try to get ahead of traffic using Queen Street where there are a number of signalised junctions to control traffic movement as opposed to George Street where there are

only roundabouts and traffic flow is less formally controlled. For these reasons, the objection is recommended to be set aside.

4. Measures of success

- 4.1 Sustained reduction in through traffic on Young Street and the surrounding narrow setted streets.

5. Financial impact

- 5.1 Costs associated with progressing the TRO for Young Street are contained within Place Directorate's City Centre Programme budget.

6. Risk, policy, compliance and governance impact

- 6.1 To minimise the risk of poor practice and confusion created as a result of changing traffic direction backwards and forwards on a narrow one way street, the Young Street TRO has been timed to enable the making of a permanent order before the expiry of the successful ETRO trial, which has received positive feedback, to allow seamless transition between the two.
- 6.2 If the order cannot be made before the expiry of the ETRO (for example if the objection is not set aside) the benefits of the current ETRO would be lost. There would be a reputational risk to the Council and additional costs associated with reverting to the extant TRO for Young Street including the production and installation of signage.

7. Equalities impact

- 7.1 The Equalities and Rights Impact Assessment (ERIA) carried out for, and during, the Young Street trial has been renewed. There are no known detrimental impacts arising from the recommendations contained in the TRO.

8. Sustainability impact

- 8.1 The trial one way westerly traffic direction, which is now widely understood and adhered to, has been shown to benefit the ambient quality of Young Street, with traffic usage and levels more suited to the narrow setted street.

- 8.2 Overall, lower numbers of vehicles using side streets as ‘rat runs’, including larger types such as HGVs and tour buses, has been achieved in the west end, through complementary traffic management changes to Hope Street. The reassignment of this traffic to more appropriate signed routes reduces the interaction of these vehicles with pedestrians and cyclists in narrower side streets such as Young Street, and enhances personal wellbeing and feelings of safety.

9. Consultation and engagement

- 9.1 Throughout the ETRO period in Young Street, engagement and dialogue with a range of local stakeholders has been maintained. The promotion of the full TRO requires the Council, as Roads Authority, to carry out a statutory consultation process, the outcomes of which are detailed in this report.

10. Background reading/external references

- 10.1 [Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#)
- 10.2 [Building a Vision for the City Centre – Consultation Outcome, Transport and Environment Committee 29 October 2013](#)
- 10.3 [Young Street Experimental Traffic Order, Transport and Environment Committee, 13 January 2015](#)

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	P47 Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs
Council Priorities	CP8 – A vibrant, sustainable local economy CP11 – An accessible, connected city
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Report authorised by Executive Director of Place under Delegated Powers, 14 April 2016

Appendix 1

Report authorised by Executive Director of Place under Delegated Powers

14 April 2016

Young Street Experimental Traffic Regulation Order - evaluation and future implementation

Item number

Report number

Wards

11 – City Centre

Links

Coalition pledges

P47.

Council Priorities

CP8, CP11

Council outcomes

CO7, CO19.

Single Outcome Agreement

SO4.

Executive Summary

Young Street Experimental Traffic Regulation Order - evaluation and future implementation

Summary

1. To make permanent the current one way traffic management arrangements in Young Street, originally implemented under the Experimental Traffic Regulation Order (ETRO), by commencing the process to make a Traffic Regulation Order (TRO).

Recommendations

1. To note the success of the ETRO trial in Young Street, which will continue until the expiry date of 22 September 2016
2. To commence the making of the TRO urgently in order to ensure continuity of successful existing arrangements and achieve a seamless transition between the current ETRO and proposed TRO.

Measures of success

Sustained reduction in through-traffic on Young Street and surrounding similar narrow setted residential streets

Financial impact

Costs associated with the progressing of a TRO for Young Street are contained within Place Directorate's City Centre Programme budget

Equalities impact

The Equalities and Rights Impact Assessment carried out for, and during, the Young Street trial has been renewed. There are no known detrimental impacts arising from the recommendation to continue a full TRO process

Sustainability impact

Lower numbers of vehicles, including HGVs and tour buses, using minor roads as rat runs has already been achieved through changes to Hope Street.

Consultation and engagement

Throughout the ETRO period in Young Street, engagement and dialogue with a range of local stakeholders has been maintained. The promotion of a full TRO for Young Street requires the Council, as the Roads Authority, to carry out a statutory consultation process and the outcomes arising from this will be reported following the completion of this process.

Background reading/external references

- [Post Tram City Centre Review report, Transport and Environment Committee August 2014](#)
- [Young Street Experimental Traffic Regulation Order report, Transport and Environment Committee January 2015](#)

Young Street Experimental Traffic Regulation Order - evaluation and future implementation

1. Background

- 1.1 Traffic management issues arose in Young Street, partly linked to 18 month trials undertaken in George Street. Those trials, underpinned by a distinct ETRO which finished in September 2015, were required to fully examine potential changes to the operation of George Street and any impacts arising from these. Initially, buses, taxis and cycles could no longer turn right from Charlotte Square were, instead, using Young Street, a narrow, one way street unsuited to higher volumes of traffic of heavier vehicles.
- 1.2 Prior to the George Street trials, Young Street had experienced increased levels of vehicle traffic linked to tram related traffic management changes. Traffic counts demonstrated that Young Street offered a “rat run” for drivers wishing to get from Charlotte Square to Queen Street and then west onto Queensferry Road. The reopening of Hope Street to two way traffic in August 2014 allowed heavy traffic to reach Queensferry Road from the West.End more directly. In tandem with Hope Street, the Young Street change, therefore, reinforces the overall improvement in traffic management in the area.
- 1.3 A [report](#) to Transport and Environment Committee in January 2015 proposed an ETRO that reversed the one way system on Young Street. The ETRO commenced on 23 March 2015. The report provided an earlier advisory end date of December 2015 for the trial if required but the latest end date remains as 18 months after the ETRO came into operation on 22 September 2016. As the trial has operated well in Young Street it will remain in force until then.

2. Main report

- 2.1.1 During the early stages of the George Street trials, a number of concerns were received by the Council. These highlighted residents' concerns about the increased volume of traffic in Young Street (and associated traffic in Hill Street) and the nature of the traffic having changed (including more HGVs and tour buses). This was widely acknowledged to be an issue, and was corroborated at the time by the placement of temporary traffic counters in Young, Hill and Thistle Streets. As the increase related in the main to the George Street trial, a secondary, linked ETRO was promoted and came into force in March 2015. Ongoing dialogue with a number of residents showed that after initial confusion

with the switch, traffic volumes reduced considerably. Immediately after implementing the ETRO, Council received notification of some confusion with vehicles entering Young Street the wrong way, however once the ETRO was well established, the Council received no further complaints. A number of compliments were received.

- 2.1.2 Ongoing engagement with a range of stakeholders (including local businesses, individual residents, Community Councils and the Council's local roads team for the area), indicate that the new layout has ensured more suitable traffic uses on Young Street. Discussion with the Council's local roads team and tram team also indicate that the Young Street reversal in fact supports a wider approach to traffic management in the West End.
- 2.1.3 Wider traffic counts were undertaken to monitor traffic volumes during the height of the summer season, in late July and early August 2015, once the Young Street ETRO was in operation and well established. These counts, included in the report "George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles" to Transport and Environment Committee meeting of 7 June 2016, form part of a package of assessments commissioned for the George Street ETRO. The data, taken from key locations identified by local stakeholders, does not show any intolerable traffic increases or impacts, with any displacement contained on wider streets from displacement from George Street.
- 2.1.4 The trial 'westerly' traffic direction, which is now widely understood and adhered to, has been shown to benefit the ambient quality of Young Street and the local area and contribute positively to the wider city centre traffic management arrangements. The arrangements are valued by local stakeholders.

Way forward for Young Street

- 2.1.5 The most desirable outcome for Young Street is to continue the current ETRO traffic direction, by introducing a new TRO being made for the street. Whilst the timescales are ambitious, efforts are being made to progress a TRO prior to the expiry date of the current ETRO, thus avoiding the need to reverse the arrangements in the street back to the extant (original) TRO. It is not considered good practice to change traffic management arrangements back and forth. In this case, altering the direction of one-way traffic in a narrow lane for a short period of time may risk vehicles entering in the wrong direction then reversing into live traffic; as was the case at the start of the Young Street ETRO, this kind of change can take several months to be widely accepted.
- 2.1.6 It is usually the case that the TRO process cannot be completed in time for the ETRO expiry date, thus the trial arrangements revert to the extant TRO when the 18 month legal end date is reached. This occurs because ETROs are mostly used to test a major change with multiple impacts. In such a case, a full year's monitoring of impacts is needed before a review and assessment of any future

options can be undertaken. This leaves insufficient time to run the TRO process.

- 2.1.7 The timescales for carrying out a TRO can vary, depending largely upon external factors including the number and nature of objections received, and the required correspondence with objectors prior to reporting to a Committee
- 2.1.8 Young Street's ETRO, however, is a small and discrete trial with overall positive impacts. Given the level of positive feedback received so far from stakeholders, there is a chance that the TRO process can be completed in time.
- 2.1.9 To progress to making Young Street's east to west traffic direction permanent, it is proposed to commence the first stages of a full TRO process in April 2016 with the formal consultation process due to be undertaken in May 2016 and the Order advertised in mid-June 2016. Subject to the nature and volume of objections received, the aspiration is for a report to be presented to the 30 August 2016 Transport and Environment Committee.

3. Recommendations

- 3 To note the success of the ETRO trial in Young Street which will continue until the expiry date of 22 September 2016
- 3.1 To commence the making of the TRO urgently in order to ensure continuity of successful existing arrangements and achieve a seamless transition between the current ETRO and proposed TRO.

Ewan Kennedy

Policy and Planning Manager

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Links

Coalition pledges	P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs
Council priorities	CP8 - A vibrant, sustainable local economy CP11 – An accessible, connected city
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.