

Notice of meeting and agenda

Transport and Environment Committee

10am Tuesday 21 March 2017

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

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

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 Merchiston Community Council – ‘Gull De-nesting’

4. Minutes

- 4.1 Transport and Environment Committee 17 January 2017 (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 Outstanding Actions Log (circulated)
- 5.3 Committee Decisions – November 2016 – February 2017 – report by the Chief Executive (circulated)

6. Business bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Annual Review of Major Events in Parks 2015/2016 – report by the Executive Director of Place (circulated)
- 7.2 Landfill & Recycling – report by the Executive Director of Place (circulated)
- 7.3 Smarter Choices, Smarter Places Programme 2017-2018 – report by the Executive Director of Place (circulated)
- 7.4 Waste and Cleansing Improvement Plan – Progress Update – report by the Executive Director of Place (circulated)
- 7.5 Redesign of Recycling Services in Tenements and Flats – report by the Executive Director of Place (circulated)

- 7.6 'A' Boards – report by the Executive Director of Place (circulated)
- 7.7 Bus Lane Network Review – Objections to the Traffic Regulation Orders - report by the Executive Director of Place (circulated)
- 7.8 Leith Street Temporary Traffic Management Arrangements – report by the Executive Director of Place (circulated)
- 7.9 Objections to Traffic Regulation Order TRO/13/45 – Greenways' Parking Places Charges – report by the Executive Director of Place (circulated)
- 7.10 Road, Footway and Bridges Additional Investment – Capital Programme 2017/2018 – report by the Executive Director of Place (circulated)
- 7.11 SEStran's proposal to Move from a Model 1 to a Model 3 Regional Transport Partnership – report by the Executive Director of Place (circulated)
- 7.12 Transport for Edinburgh Update – report by the Executive Director of Place (circulated)
- 7.13 Safety First – close the bridge! – referral from the Petitions Committee (circulated)
- 7.13.1 Request to close Viewforth at the south side of the Union Canal Bridge – report by the Executive Director of Place (circulated)

8. Routine decisions

- 8.1 Cultivating Communities: A Growing Success 2017 – 2027 – report by the Executive Director of Place (circulated)
- 8.2 Public Utility Company Performance 2016/17 Quarter 3 (October, November and December 2016) – report by the Executive Director of Place (circulated)
- 8.3 Parking on Polwarth Terrace, Edinburgh – report by the Executive Director of Place (circulated)
- 8.4 Priority Parking in South Morningside – report by the Executive Director of Place (circulated)

9. Motions

- 9.1 Implementation of 20mph zones - Motion by Councillor Mowat

Committee:

Notes with concern the volume of additional signage that is being installed to facilitate the 20mph zones across the City and is especially concerned where additional poles

are being placed on streets in Conservation Areas and the World Heritage Site where there is no other pavement clutter which is contrary to the Council's policy on reducing street clutter and that roundels are being painted onto setted streets; and asks:

1. That the guidance issued to Councillors on the implementation of 20 mph speed limits is reviewed to ensure that installation is in line with this guidance;
2. that the relevant legislation is provided to Committee demonstrating that these signs are necessary and that the contractor has been correctly instructed in the placement of these signs;
3. Where signs have been installed or roundels painted on the road in contravention to council policy or guidance these are removed;
4. Any further installation of traffic signage to advertise the 20mph zones subject to consultation with local councillors to prevent any further unnecessary works being carried out.

Laurence Rockey

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 4106/0131 529 4325, email: stuart.mclean@edinburgh.gov.uk / aileen.mcgregor@edinburgh.gov.uk

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh. The

agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to www.edinburgh.gov.uk/meetings .

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Transport and Environment Committee

10.00am, Tuesday 17 January 2017

Present:

Councillors Hinds (Convener), McVey (Vice-Convener), Bagshaw, Balfour, Barrie, Booth, Cardownie, Cook, Donaldson, Doran, Gardner, Bill Henderson, Jackson, Keil, and Mowat (substituting for Councillor McInnes).

1. Deputation: Friends of the Earth Scotland

The Committee agreed to hear a deputation from Emilia Hanna and Gary Dunion on behalf of Friends of the Earth Scotland in relation to a report by the Executive Director of Place on Air Quality.

The deputation reported that Friends of the Earth Scotland were active in promoting a shift away from car dominated transport networks to one that gives greater prominence to cycling, walking and public transport. Miss Hanna supported the Council in their work to improve air quality such as its attempts to introduce a modal shift away from the car, but that more could be done to address pollution in certain areas within the City.

An announcement by the Scottish Government to introduce Low Emission Zones (LEZ) by 2018 was welcomed. The deputation cautioned that LEZ are not the only solution but should be considered as one of several interventions.

The deputation requested that the Committee do everything within its power to support the introduction of LEZs and to put pressure on the Scottish Government to ensure that adequate funding and clarity on how LEZ are introduced is provided and that Edinburgh is at the top of the Governments list for the first LEZ.

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: Edinburgh Playing Out

The Committee agreed to hear a deputation from Lucy Richardson on behalf Edinburgh Playing Out in relation to a Business Bulletin article Edinburgh Playing Out Streets Pilot.

The deputation stated that the Council had been at the forefront of developing a play strategy and had been very supportive of Edinburgh Playing Out.

Miss Richardson asked that a Working Group be established to review the terms of a future pilot and that officers meet with representatives to review the terms and guidance of the suggested pilot and that the outcomes of these discussions be reported to the Committee within one cycle.

The deputation welcomed the Committee's intention to extend the pilot and requested that future initiatives be easy to apply and implement to help support community cohesions.

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 5 below.

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

The Committee agreed to hear a deputation from Douglas Read and Stephen Hawkins on behalf of Portobello Amenity Society, Brightons and Rosefield Residents' Association and Portobello Heritage Trust in relation to reports by the Executive Director of Place on Road, Footway and Bridges Investment - Capital Programme for 2017/2018 and Setted Streets Progress.

The deputation highlighted that there was additional information within the Executive Director of Place report that had not been included in the previous report regarding the conservation, enhancement and maintenance of setted streets. Work undertaken by public utility companies around Brighton Place had resulted in an uneven road surface and that consultations undertaken had revealed that there was no majority in favour of removing the setts.

The deputation asked that the Committee revisit and reconsider the retention of the setts at Brighton Place as the design work had been completed and any funding could be incorporated within the capital works programme with minimal delay to other projects.

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 items 6 and 7 below.

(References – Transport and Environment Committee, 15 March 2016 (Item 5))

4. Air Quality Update

An update concerning air quality monitoring data collected in 2015, including progress by the Council on actions to improve air quality and an update on development of Low Emission Zones was provided.

The data indicated that Nitrogen dioxide (NO₂) was showing an overall improvement in Edinburgh and concentrations within the Air Quality Management Areas (AQMAs) were going down. A similar downward trend had also been observed with particle (PM₁₀ and PM_{2.5}).

Motion

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

- moved by Councillor Hinds, seconded by Councillor McVey.

Amendment

- 1) To note the content of the report by the Executive Director of Place, in particular table 1 of appendix 1 which found that the annual mean nitrogen dioxide objective was exceeded at 26 monitoring locations across the city in 2015.
- 2) To note that Scottish air quality objectives for PM₁₀ had been exceeded at Salamander Street, and Scottish air quality objectives for PM_{2.5} were estimated to have been exceeded at four sites across the city.
- 3) To note that a new Air Quality Management Area would be declared shortly due to non-compliance of Scottish air quality objectives for PM₁₀ at Salamander Street.
- 4) To note and welcome the downward trend in most pollutants but believes that faster progress could and should be made in delivering cleaner air for Edinburgh.
- 5) To note and welcome the existing actions which the council and other stakeholders had been taking to tackle air pollution, as set out in paragraphs 3.20 to 3.32 of the report by the Executive Director of Place, including significant investment in active travel and a commitment to spend 10% of the transport budget on cycling.
- 6) That the Committee believes the council should take a consistent and robust approach to tackling air pollution, including to the air pollution impacts of new planning or development proposals.
- 7) To note in paragraph 3.36 of the report by the Executive Director of Place that the Scottish Government aims to have a Low Emission Zone in place by 2018, and is seeking a local authority to take the lead.
- 8) To agree in principle that the council would be prepared to take the lead in progressing a Low Emission Zone for Edinburgh, and calls for additional funding for the zone to be identified from partners such as the Scottish Government.

- 9) To agree that the Convener of Transport and Environment would write to the Scottish Government offering to work towards establishing Scotland's first Low Emission Zone in Edinburgh, with the expectation that the Scottish Government would make a significant contribution towards the cost of establishing the Zone, and offering early talks to discuss the practical details of bringing this about.

- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

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

Decision

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

(References – Transport and Environment Committee, 1 November 2016 (Item 17); report by the Executive Director of Place, submitted)

5. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for 17 January 2017 was presented.

Decision

- 1) To note the Transport and Environment Committee Business Bulletin.
- 2) To agree to extend the 'Edinburgh Playing Out Streets Pilot' and that the Convener would meet with officers and the deputation to discuss simplifying the application process and to agree to receive an update in relation to the discussions held, in the Transport & Environment Committee Business Bulletin on 21 March 2017.

(Reference – Business Bulletin – 17 January 2017, submitted)

6. Setted Streets Progress Report

Details were provided of an assessment of the cultural and economic value of setted streets that would guide the Council in the conservation, enhancement and management of setted streets in Edinburgh. Principles had been prepared that outline how the Council would protect setted streets.

Decision

To continue consideration of the report by the Executive Director of Place to the meeting of the Transport and Environment Committee on 21 March 2017 to allow for further engagement/consultation and associated costs to be established.

(References – Transport and Environment Committee, 15 March 2016 (Item 5); report by the Executive Director of Place, submitted)

7. Road, Footway and Bridges Investment - Capital Programme for 2017/2018

Approval was sought for the allocation of the Road, Footway, Street Lighting and Traffic Signals, Structures and Flood Prevention Capital budgets and programme of works for 2017/18.

Motion

- 1) To approve the breakdown of the allocation of the capital budget for 2017/18 shown in Appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2017/18, as detailed in section three and in Appendices 5 and 6 of the report by the Executive Director of Place.
- 3) To approve the programme of proposed bridge works for 2017/18, as detailed in section three and in Appendix 8 of the report by the Executive Director of Place.
- 4) To note the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 3.38-3.42 of the report by the Executive Director of Place.
- 5) To note that a future report would be submitted to the Transport and Environment Committee providing an overview of outstanding Infrastructure projects and investment and would outline the budget necessary to retain the setts at the side of the road at Brighton Place.

- moved by Councillor Hinds, seconded by Councillor McVey.

Amendment

- 1) To approve the allocation of the capital budget for 2017/18 shown in Appendix A; with the exception of the work stream for Cycling. Instructs a report to be brought back in one cycle detailing how this would be subsumed into the Carriageways and Footways work stream to best benefit all carriageway and footway users.

- 2) Deletes paragraphs 3.37-3.39 and approves the programme of proposed works for 2017/18, as detailed in section three of the report, and in Appendices 5 and 6.
- 3) To approve the programme of proposed bridge works for 2017/18, as detailed in section three and in Appendix 8 of the report by the Executive Director of Place.
- 4) To note the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 3.38-3.42 of the report by the Executive Director of Place.
- 5) To note that a future report would be submitted to the Transport and Environment Committee providing an overview of outstanding Infrastructure projects and investment and would outline the budget necessary to retain the sets at the side of the road at Brighton Place.
 - moved by Councillor Cook, seconded by Councillor Mowat.

Voting

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

Decision

- 1) To approve the breakdown of the allocation of the capital budget for 2017/18 shown in Appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2017/18, as detailed in section three and in Appendices 5 and 6 of the report by the Executive Director of Place.
- 3) To approve the programme of proposed bridge works for 2017/18, as detailed in section three and in Appendix 8 of the report by the Executive Director of Place.
- 4) To note the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 3.38-3.42 of the report by the Executive Director of Place.
- 5) To note that a future report would be submitted to the Transport and Environment Committee providing an overview of outstanding Infrastructure projects and investment and would outline the budget necessary to retain the setts at the side of the road at Brighton Place.
 - moved by Councillor Hinds, seconded by Councillor McVey.

(References – Transport and Environment Committee, 12 January 2016 (Item 3); report by the Executive Director of Place, submitted)

8. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 1 November 2016, as a correct record.

9. Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for January 2017 was submitted.

Decision

To note the Key Decisions Forward Plan for January 2017.

(Reference – Key Decisions Forward Plan, submitted)

10. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log updated to 1 November 2016 was presented.

Decision

- 1) To note the rolling actions log and to approve the closure of actions 1, 2, 4, 5, 6, 7, 8, 14, 24, 25, 26, 27, 28, 30, 32 and 35.
- 2) To note the expected completion date for rolling actions 17, 21, 23 and 31 had been revised.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 17 January 2017, submitted)

11. Transport for Edinburgh Strategic Plan 2017–2021 and Lothian Buses Plan 2017-2019

The strategic direction and outcomes for Transport for Edinburgh were outlined, as was a set of objectives and activities for Transport for Edinburgh, Lothian Buses, and Edinburgh Trams. Consideration was given to Lothian Buses' (LB) new Business Plan 2017-19 and the progress made in the Edinburgh Trams (ET) operational plan.

Decision

- 1) To approve Transport for Edinburgh's five year Strategy for Delivery 2017–2021 (TfE Strategy).

- 2) To approve the Transport for Edinburgh's objectives and activities that are related to, and in support of, the agreed Council objectives in paragraph 3.14 of the report by the Executive Director of Place.
- 3) To agree that the business plans of Transport for Edinburgh's, and its group companies Lothian Buses and Edinburgh Transport would facilitate and support the Transport for Edinburgh Strategy outcomes (paragraph 3.10) and the wider Council and city ambitions as set out in the Executive Director of Place (paragraph 3.14).
- 4) To approve Lothian Buses new Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.
- 5) To note that Transport for Edinburgh's three year operational plan would be presented at a future Committee meeting for approval.
- 6) To note that the Edinburgh Transport had also developed an operational plan which sets out how, over the next three years, Edinburgh Transport would meet the Council's financial and operational expectations within the framework set out in the Transport for Edinburgh Strategy.
- 7) To note that a Service Level Agreement (SLA) would be developed between the Council and Transport for Edinburgh. The SLA would define the governance arrangements for the functions and activities detailed in the Transport for Edinburgh Strategy.
- 8) To note that Transport for Edinburgh would submit, for approval, Business Cases for the functions and activities that were agreed by the Committee at its meeting on 30 August 2016.

Declaration of Interests

Councillors Hinds, McVey and Bagshaw declared a non-financial interest in the above item as Board Members of Transport for Edinburgh.

(References – Transport and Environment Committee, 30 August 2016 (Item 11); report by the Executive Director of Place, submitted)

12. Edinburgh Street Design Guidance – Process for Approving Part C Detailed Design Manual

Details were provided of the experience from the first year's use of the Edinburgh Street Design Guidance (ESDG) and approval sought for Part C 'Detailed Design Manual' of ESDG, which would be used for the design of both existing and new streets.

Decision

- 1) To agree the process set out in this report for approving Part C – Detailed Design Manual of the Edinburgh Street Design Guidance. Once approved, Part C would be used for the design of both existing and new streets. As set out in Appendix 2 to the report by the Executive Director of Place.
- 2) To delegate authority for approval of the Detailed Design Manual (and subsequent significant changes) to the Executive Director of Place.
- 3) To note the initial experience from use of the guidance.
- 4) To refer the report to the Planning Committee for approval, of matters within its remit (in particular reference to the design of new streets).

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

13. Leith Programme - Objections to Traffic Regulation Order – Leith Walk (Brunswick Street to Montgomery Street) and Redetermination Order – Leith.

Details were provided of the next phase of The Leith Programme and the results of the statutory consultation for a Traffic Regulation Order and a Redetermination Order for the section of Leith Walk between Brunswick Street and Montgomery Street.

Decision

- 1) To note the objections received to the advertised Traffic Regulation Order and Redetermination Order and the Council's comments in response.
- 2) To note that six objections had been received to changes to loading and unloading facilities that had been proposed as part of the advertised Traffic Regulation Order and that the Council is obliged to hold a public hearing if any of these objections are not subsequently withdrawn.
- 3) To note the amendments that are proposed to the advertised Traffic Regulation Order to address the concerns raised by objectors over changes to waiting, loading and unloading facilities and that at the time of writing no objectors had agreed to withdraw their objections to the proposed changes to waiting, loading and unloading facilities if these amendments are made.
- 4) To set aside the objections that do not relate to proposed changes to loading and unloading facilities.

- 5) To instructs officials to write to the Scottish Government to propose that a public hearing be held into the unwithdrawn Traffic Regulation Order objections relating to parking and loading restrictions.
- 6) To instructs officials to refer the objections to the Redetermination Order to Scottish Ministers.
- 7) To gives approval to initiate a new Traffic Regulation Order process, which would be required to make some of the amendments that are proposed to the advertised Traffic regulation Order on Leith Walk at Elm Row and Montgomery Street.

(References – Transport and Environment Committee, 19 March 2013 (Item 14); report by the Executive Director of Place, submitted)

14. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in December 2016, was detailed. The City of Edinburgh Council had achieved a score of 74 with 97% of the streets surveyed being clean.

Decision

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

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

15. Waste & Cleansing Improvement Plan – Progress Update

An update concerning the Waste and Cleansing Improvement Plan was provided.

Decision

- 1) To note the progress made on implementing the actions within the Waste and Cleansing Improvement Plan to date.
- 2) To agree that a review would be undertaken regarding recycling provision and collection over the Festive Period.
- 3) To agree that the Convener and Vice Convener would write to staff and thank them for their hard work over the Festive Period.

(References – Transport and Environment Committee, 1 November 2016 (Item 8); report by the Executive Director of Place, submitted)

16. Special Uplift Charging

Approval was sought to change the charging structure of the Special Uplift Service for bulky waste to £5 per item.

Decision

- 1) To approve changing the charge for a special uplift from £26 for up to 6 items to £5 per item.
- 2) To agree that the financial impact of this charge would be closely monitored for the next 12 months and would be reported to a future meeting of the Transport and Environment Committee.

(References – Transport and Environment Committee, 1 November 2016 (Item 8); report by the Executive Director of Place, submitted)

17. Policies - Assurance Statement

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

Decision

- 1) To note that the Council policies detailed in the report by the Executive Director of Place had been reviewed and are considered as being current, relevant and fit for purpose.
- 2) To note the intention of officers to bring forward a suite of policies for Waste and Cleansing Services to Transport and Environment Committee during the course of 2017/18.

(References – Governance, Risk and Best Value Committee 22 May 2014 (Item 7); report by the Executive Director of Place, submitted)

18. Public Utility Company Performance 2016/17- Quarter 2 (July, August and September 2016)

Details were provided of the performance of Public Utility Companies (PUs) during the period July to September 2016 (Quarter 2), for the 2016/17 financial year.

Decision

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

- 2) To agree that at least 10% of future inspections are on 'Category A' inspections (i.e. during the actual roadwork's).
- 3) To agree an evaluation of the equality implications' of roadwork's would be included in future reports.

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

19. Objections to Traffic Regulation Order TRO/16/74, 20mph Speed Limit –Various Roads, Edinburgh

Details of objections to a traffic regulation order was provided and agreement sought to set aside two objections and to approve the commencement of a permanent Traffic Regulation Order (TRO) for a citywide 20mph network.

Decision

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

(References – Transport and Environment Committee, 30 August 2016 (Item 28); report by the Executive Director of Place, submitted)

20. Objections to Proposed Waiting Restrictions, Traffic Regulation Order TRO 15/41

Details of objections to a traffic regulation order was provided and agreement sought to set aside the representations received and to approve the commencement of a permanent Traffic Regulation Order (TRO) to amend parking at various locations in the New Town and West End to allow for the introduction of communal bins to collect household waste.

Decision

To set aside the objections and make the Traffic Regulation Order TRO/15/41 as advertised with respect to the parking restrictions in the following streets: Coates Gardens, Forth Street, Hart Street, Howe Street, Leslie Place, London Street, Drummond Place, Nelson Street, Regent Road, Rosebery Crescent, South College Street, St Bernard's Crescent, West Bow, Magdala Crescent and St Giles Street, with the proviso that further consideration be given to potential safety concerns at the London Street site.

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

21. General Switchboard and Website Enquiries - referral from the Corporate Policy and Strategy Committee

The Corporate Policy and Strategy Committee on 8 November 2016 considered a report by the Acting Executive Director of Resources which provided details on performance information and service design for the Council's online and telephone channels. The report was submitted to the Transport and Environment Committee for information and noting.

Decision

To note the report by the Acting Executive Director of Resources.

(References – Corporate Policy and Strategy Committee, 8 November 2016 (item 13); report by the Interim Head of Strategy and Insight, submitted)

22. Granton Square – Motion by Councillor Jackson

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

This committee:

Notes the dangerous situation for pedestrians at Granton Square, particularly for those trying to cross at any of the six roads that lead on to it.

Committee therefore calls for a report within one cycle on what measures could be introduced to address this issue with consideration being given to pedestrian crossings and/or other traffic signal solutions.

- moved by Councillor Jackson, seconded by Councillor Hinds.

Decision

To approve the motion by Councillor Jackson.

23. Valedictory – John Bury and David Lyon

The Convener, paid tribute to John Bury, Head of Transport and Planning, and David Lyon, Head of Environment, who would both soon be leaving the Council after many years local government service with the City of Edinburgh Council. She commended Mr Bury and Mr Lyon for their integrity and commitment in fulfilling their roles at the City of Edinburgh Council and thanked them for their outstanding contribution to the conduct of the Council and its business. On behalf of the Council, she wished them both well in their future endeavours.

Transport and Environment Committee

21 March 2017

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
1	Marchmont to Kings Buildings Cycle Route	1 August 2017	All	Executive Director of Place Lead Officer: Adrian O'Neill, Professional Officer 0131 469 3191 adrian.oneill@edinburgh.gov.uk	
2	Cleanliness in the City	1 August 2017	All	Executive Director of Place Lead Officer: Andy Williams, Environmental Services Support Unit Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	
3	Waste & Cleaning Improvement Plan Update	1 August 2017	All	Executive Director of Place Lead Officer: Gareth Barwell, Waste & Cleansing Manager 0131529 5844 gareth.barwell@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
4	Landfill & Recycling Update	1 August 2017	All	Executive Director of Place Lead Officer: Andy Williams, Environmental Services Support Unit Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	
5	Sustainable transport accreditation and recognitions for schools (STARS) - update and future proposals	1 August 2017	All	Executive Director of Place Lead Officer: Lorna Henderson, Road Safety Officer 0131 469 3786 lorna.henderson@edinburgh.gov.uk	
6	Review of School Crossing Patrol Service	1 August 2017	All	Executive Director of Place Lead Officer: Allan Hoad, Transport Officer 0131 469 3393 allan.hoad@edinburgh.gov.uk	
7	Wayfinding Project	1 August 2017	All	Executive Director of Place Lead Officer: Anna Grant, Planning Officer 0131 529 3521 anna.grant@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
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8	Edinburgh Conscientious Objectors Memorial Petition	1 August 2017	All	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
9	Transport for Edinburgh Strategy 2017-2021 and Lothian Buses Business Plan (2017-2021)	1 August 2017	All	Executive Director of Place Lead Officer: Ewan Kennedy, Policy & Planning Manager 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	
10	Transport for Edinburgh - Governance	1 August 2017	All	Executive Director of Place Lead Officer: Ewan Kennedy, Policy & Planning Manager 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	
11	Burials Update	1 August 2017	All	Executive Director of Place Lead Officer: Robbie Beattie, Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	
12	Reduction of Speed Limit on A71 at Sighthill/Gorgie –	1 August 2017	Pentland Hills	Executive Director of Place Lead Officer: Calum Smith	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
	Objections to Traffic Regulation Order'				
13	Landscape & Associated Works - Business Bulletin	1 August 2017	All	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
14	Residents Parking – ex-housing stock	1 August 2017	All	Executive Director of Place Lead Officer: Andrew MacKay, Parking Operations Manager 0131 469 3650 gavin.brown@edinburgh.gov.uk	
15	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan	1 August 2017	All	Executive Director of Place Lead Officer: Andrew MacKay, Parking Operations Manager 0131 469 3650 gavin.brown@edinburgh.gov.uk	
16	Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award	1 August 2017	Sighthill/Gorgie	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk n	

Transport and Environment Committee

21 March 2017

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	17 January 2017	Business Bulletin	To agree to extend the 'Edinburgh Playing Out Streets Pilot' and that the Convener would meet with officers and the deputation to discuss simplifying the application process and to agree to receive an update in relation to the discussions held, in the Transport & Environment Committee Business Bulletin on 21 March 2017.	Executive Director of Place Lead Officer: Stuart Harding, Citywide Network Manager stuart.harding@edinburgh.gov.uk 0131 529 370	21 March 2017	21 March 2017	
2	17 January 2017	Setted Streets Progress Report	To continue consideration of the report by the Executive Director of Place to the meeting of the Transport and Environment Committee on 21 March 2017 to allow for further engagement/consultation and associated costs to be established.	Executive Director of Place Lead Officer: Karen Stevenson, Senior Planning Officer karen.stevenson@edinburgh.gov.uk 0131 469 3659 Lead Officer: Sean Gilchrist, Roads Renewal Manager sean.gilchrist@edinburgh.gov.uk	21 March 2017	21 March 2017	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				0131 529 3765			
3	17 January 2017	Road, Footway and Bridges Investment - Capital Programme for 2017/2018	To note that a future report would be submitted to the Transport and Environment Committee providing an overview of outstanding Infrastructure projects and investment and would outline the budget necessary to retain the sets at the side of the road at Brighton Place.	Executive Director of Place Lead Officer: Sean Gilchrist, RAMP, Planning & Programming Manager sean.gilchrist@edinburgh.gov.uk 0131 529 3765	21 March 2017	21 March 2017	
4	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To approve Lothian Buses new Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	Autumn 2017		
5	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To note that Transport for Edinburgh's three year operational plan would be presented at a future Committee meeting for approval.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	Winter 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
6	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To note that Transport for Edinburgh would submit, for approval, Business Cases for the functions and activities that were agreed by the Committee at its meeting on 30 August 2016.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	Winter 2017		
7	17 January 2017	Waste and Cleansing Improvement Plan Update – Progress Update	To agree that a review would be undertaken regarding recycling provision and collection over the Festive Period.	Executive Director of Place Lead Officer: Executive Director of Place Gareth Barwell, Waste and Cleansing Manager gareth.barwell@edinburgh.gov.uk 0131 529 5844	21 March 2017	21 March 2017	
8	17 January 2017	Charges for Special Uplifts	To agree that the financial impact of this charge would be closely monitored for the next 12 months and would be reported to a future meeting of the Transport and Environment Committee	Executive Director of Place Lead Officer: Executive Director of Place Gareth Barwell, Waste and Cleansing Manager gareth.barwell@edinburgh.gov.uk 0131 529 5844	2018		
9	17 January 2017	Policies - Assurance Statement	To note the intention of officers to bring forward a suite of policies for Waste and Cleansing Services to Transport and Environment Committee during the course of	Executive Director of Place Lead Officer: David Lyon, Head of Environment david.lyon@edinburgh.gov.uk 0131 529 7047	2017/18		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2017/18.	John Bury, Head of Planning and Transport john.bury@edinburgh.gov.uk 0131 529 3494			
10	17 January 2017	Motion by Councillor Jackson - Granton Square	Notes the dangerous situation for pedestrians at Granton Square, particularly for those trying to cross at any of the six roads that lead on to it. Committee therefore calls for a report within one cycle on what measures can be introduced to address this issue with consideration being given to pedestrian crossings and/or other traffic signal solutions.	Executive Director of Place Lead Officer: John Bury, Head of Planning and Transport john.bury@edinburgh.gov.uk 0131 529 3494	21 March 2017		Update: Expected completion date revised from 21.03.17 to 01.08.17
11	01.11.16	Alternatives to the Use of Glyphosate-Based Herbicide to Control Weeds on Streets and Green Spaces	To note the intention to develop, implement and report back to the Transport and Environment Committee within 12 months an Integrated Weed control Programme with achievable targets and objectives for the control of weeds along roadsides, pavements, other hard surfaces, and in parks and other green spaces. This programme to focus on the application of mulches and cultural maintenance, mechanised weed	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	January 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			brushes, rippers and path edgers, and electricity and to include a timetable for the phasing out of the use of glyphosate within the authority and hope to have alternatives in place.				
12	01.11.16	Seafield Waste Water treatment - Monitoring of Scottish Water Odour Improvement Plan	To note that some residents no longer report odour incidents, either because they feel it makes no difference or because they report that it is too difficult to do so, and to agree to bring forward proposals to make it easier for residents to report odour incidents, including but not limited to online or digital ways to register such incidents.	Executive Director of Place Lead Officer: Susan Mooney, Head of Regulatory Service and Housing 0131 529 7587 susan.mooney@edinburgh.gov.uk Andrew Mitchell, Community Safety Senior Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	21 March 2017		Update: Expected completion date revised from 21.03.17 to 01.08.17
13	30.08.16	A71 at Dalmahoy - Introduction and Traffic Signals Options	To agree that the detailed design should would be completed, such that the scheme would be 'shovel ready' and that a further report be submitted to Committee on possible funding options. To agree to receive a report within 3 cycles outlining proposals for meeting the funding shortfall referenced within the report by the Executive Director of Place.	Executive Director of Place Lead Officer: Iain Peat Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk	21 March 2017	21 March 2017	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
14	30.08.16	Water of Leith Valley Improvement Proposals (Dean to Stockbridge Section)	To ask that the outcome of the feasibility study be reported to a future meeting of the Transport and Environment Committee.	Executive Director of Place Lead Officer: David Jamieson Parks, Greenspace & Cemeteries 0131 529 7055 david.jamieson@edinburgh.gov.uk	January 2018		
15	30.08.16	Transport for Edinburgh – Governance	To agree that further discussions would be required with Edinburgh Trams and Lothian Buses, with any associated changes to the current governance arrangements being made as required and reported back to Transport and Environment Committee for approval.	Executive Director of Place Lead Officer: Ewan Kennedy Service Manager – Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	21 March 2017	21 March 2017	A number of reports will be submitted in response to this action, beginning with the TfE strategy
16	30.08.16	Transport for Edinburgh – Governance	To agree that Transport for Edinburgh develop 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, would be reported	Executive Director of Place Lead Officer: Ewan Kennedy Service Manager – Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	21 March 2017	21 March 2017	17 January 2017 and Service Level Agreement 21 March 2017.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			back to the Transport and Environment Committee for approval.				
17	07.06.16	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		
18	07.06.16	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		
19	07.06.16	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	Executive Director of Place Lead Officer: Campbell Clark Project Officer 0131 469 5384 campbell.clark@edinburgh.gov.uk	21 March 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Government's Household Recycling Charter.				
20	07.06.16	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		Expected completion date revised from 17.01.17 to 01.08.17
21	07.06.16	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 0131 469 3650 gavin.brown@edinburgh.gov.uk	21 March 2017	21 March 2017	
22	07.06.16	George Street Experimental Traffic Regulation Order Concluding Report and Design	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,	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	TBC		Expected completion date revised from 1 November 2016 to 21 March 2017. Update: Update

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Principles	that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.				contained within the Item 6.1 Business Bulletin (21 March 2017) with TRO to follow at a later date.
23	15.03.16	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		
24	15.03.16	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: Andrew Easson Transport Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	17 January 2017		Expected completion date revised from 1 November 2016 to 1 August 2017.
25	15.03.16	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		Update: Expected completion date revised from 21.03.17 to 01.08.17

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
26	15.03.16	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	21 March 2017	Expected completion date revised from 17.01.17 to 21.03.17.
27	25.08.15	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	21 March 2017		Subject to an update 30 August 2016 - LINK Update: Expected completion date revised from 21.03.17 to 01.08.17
28	02.06.15	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: Anna Herriman Partnership & Information Manager 0131 429 3853 anna.herriman@edinburgh.gov.uk	17 January 2017		Expected completion date revised from 01.11.16 to 21.03.17. Update: Expected completion date revised from 17.01.17 to 21.03.17.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
29	17.03.15	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 – Environment 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.		
30	13.01.15	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: Lesley Sugden Waste Strategy Manager 0141 469 5764 lesley.sugden@edinburgh.gov.uk	21 March 2017		Expected completion date revised from 12 January 2016 to 21 March 2017. Update: Expected completion date is to be confirmed.

Transport and Environment Committee

10am, Tuesday, 21 March 2017

Committee Decisions – November 2016 – January 2017

Item number	5.3
Report number	
Executive/routine	
Wards	All

Executive summary

Following the decision of the Governance, Risk and Best Value Committee on 19 June 2015, to strengthen existing arrangements and provide greater assurance with regard to the dissemination of committee decisions, a quarterly review of actions has been undertaken by directorates to ensure that all decisions taken by the Corporate Policy and Strategy Committee, the executive committees and the Governance, Risk and Best Value Committee are progressing as expected and to highlight any exceptions. This report outlines the assurance work undertaken and details the implementation of Transport and Environment Committee decisions covering the period from November 2016 to January 2017.

Links

Coalition pledges	
Council outcomes	CO25
Single Outcome Agreement	

Committee Decisions – November 2016 – January 2017

Recommendations

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

Background

- 2.1 The Governance, Risk and Best Value Committee on 19 June 2014 agreed increased monitoring for the dissemination and implementation of committee decisions by directorates.
- 2.2 It was agreed that an annual report outlining all decisions taken in the previous year and an update on the implementation of decisions and recommendations to discharge actions be presented to the Corporate Policy and Strategy Committee, executive committees and the Governance, Risk and Best Value Committee.

Main report

- 3.1 When a decision is taken at committee that requires further action this is tracked and monitored by various methods.
- 3.2 Since November 2012 for the Governance, Risk and Best Value Committee and April 2014 for other committees, if a decision requires a further report to committee, it is added to the forward plan, the report schedule and the Rolling Actions Log is updated. The Rolling Actions Log is then considered by committee each cycle, ensuring that there is clear oversight of the implementation of decisions by the committee. It is also published with the committee papers, resulting in the monitoring being carried out in a transparent manner. The majority of decisions that require action are recorded this way and there are clear linkages between the decisions taken at committee and the planning of new business.
- 3.3 However, a gap existed for committee decisions that did not request a further report to Committee. The implementation of these decisions was left with individual service areas and any monitoring was not publicly available.

- 3.4 The approach agreed by the Governance, Risk and Best Value Committee on 19 June 2014 aimed to address this gap. Following the meeting a committee decisions spreadsheet was introduced to track decisions that did not require further reporting and thus would not be covered by the Rolling Actions Log. This new process aimed to ensure that the implementation of relevant actions would be recorded effectively, monitored and considered annually at each committee.
- 3.5 This spreadsheet is completed by Committee Services and directorate staff who are responsible for updating the status of actions attributed to each service area.
- 3.6 A similar report on all decisions taken in the previous year and an update on the implementation of decisions and recommendations to discharge actions will be presented to the Corporate Policy and Strategy Committee and to each executive committee annually.
- 3.7 The consideration of these reports will augment committee oversight of the implementation of decisions, resulting in an increase in accountable and transparent decision making.

Transport and Environment Committee Decisions

- 3.8 A review of actions has been undertaken by directorates to ensure that all decisions not required to be reported back to committee are progressing as expected and to highlight any exceptions. A summary of decisions for the period November 2016 to January 2017, including status, is detailed in the appendix to this report. This report will be submitted on an annual basis to Committee.
- 3.9 At the Transport and Environment Committee there have been 35 decisions made which were recorded through the committee decisions spreadsheet.
- 3.10 All 35 decisions have been acted upon and are considered closed.

Measures of success

- 4.1 Annual reporting ensures the effective implementation and monitoring of committee decisions.

Financial impact

- 5.1 There are no direct financial impacts as a result of this report.

Risk, policy, compliance and governance impact

- 6.1 The improvements in business processes help ensure increased transparency and assurance across the Council's decision making processes.

Equalities impact

7.1 There are no direct equalities impacts as a result of this report.

Sustainability impact

8.1 There is no direct sustainability impact as a result of this report.

Consultation and engagement

9.1 The spreadsheet described is completed throughout all service areas across the Council.

Background reading/external references

[Report to the Governance, Risk and Best Value Committee - Committee Decisions – Dissemination and Implementation and Update to member/officer Protocol – Report by Director of Corporate Governance](#)

[Minute of the Governance, Risk and Best Value Committee – 19 June 2014](#)

[Transport and Environment Committee Decisions – October 2014 – August 2015](#)

[Transport and Environment Committee Decisions – October 2015 – August 2016](#)

Andrew Kerr

Chief Executive

Stuart McLean, Governance Officer

E-mail: stuart.mclean@edinburgh.gov.uk | Tel: 0131 529 4106

Links

Coalition pledges

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

Single Outcome Agreement

Appendices 1 – Transport and Environment - Committee Decisions

Appendix 1 – Committee Decisions – Transport & Environment Committee

Transport and Environment Committee Decisions Overview			
Date	Number of Decisions	Open	Closed
1 November 2016	13	0	13
23 January 2017	22	0	22
Total	35	0	35



Breakdown of tasks by directorate			
Directorate	Number of Decisions	Open	Closed
Chief Executive's Office	-	-	-
Place	35	0	35
Children and Families	-	-	-
Resources	-	-	-
Health & Social Care	-	-	-

Transport and Environment Committee

10am Tuesday 21 March 2017

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="167 436 510 515">Convener Councillor Lesley Hinds</p>  <p data-bbox="167 907 518 974">Vice-Convener Councillor Adam McVey</p> 	<p data-bbox="598 436 1013 974">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="1093 436 1380 548">Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news

George Street and First New Town Design

This bulletin updates on progress towards the procurement of a design for George Street, taking forward design principles agreed at Committee in [June 2016](#).

A procurement exercise is underway through the Council's Professional Services Framework to appoint a multi-disciplinary design team to deliver a preliminary design for the street by autumn 2017, plus a delivery and programme phasing recommendations.

Outcomes will be reported to Transport and Environment Committee following completion of the preliminary design.

Scope :

The next stage of design work, as reported to Committee in June 2016, focussed on George Street.

An internal scoping exercise in autumn 2016 has noted that the operation of George Street is interdependent with the operation of intersecting 'First New Town' Streets - Castle, Frederick and Hanover.

A review of the number of pipeline schemes and plans in the area also identified the need for a wider, master planning approach to the First New Town streets,

The preliminary design for George Street will therefore take into account this interdependency and need for coherent approach. It will also take into account the development of the city centre east to west cycle route, of which a key section follows the National Cycle Route 1, along George Street.

The design principles approved at Committee in June 2016 provide a guide for the preliminary design. From this, direct progress can be made to more detailed designs stages and, ultimately, implementation.

Engagement :

Further and sustained engagement with community, heritage and business stakeholders will be a feature of the development of the preliminary design for George Street and the First New Town streets.

The appointed design team will work closely with the Council to provide opportunities for stakeholders to inform

Background

For further information contact:

Jamie Robertson, Senior Professional Officer

0131 469 3654

jamie.robertson@edinburgh.gov.uk

Recent news	Background
<p>the design during its development.</p> <p>Timescale, and Next Steps :</p> <p>Design work anticipated to commence in April 2017, with programmed completion expected in autumn 2017.</p>	

Forthcoming Activities

None

Recent news	Background
<p>Wayfinding project</p> <p>The objective of the Wayfinding project is to deliver a user-centred information system across multiple channels which will promote sustainable and active modes of transport, provide welcome and navigation points for visitors and encourage the exploration of the City and the wider region.</p> <p>The foundation of the project is a high quality mapping system which reflects and promotes Edinburgh as a place. The mapping will be used to create on-street and shelter wayfinding products and printed maps. The point of innovation will be the digital shift and the ambition to create an interactive digital platform to deliver visitor information and alter people's patterns of urban mobility.</p> <ul style="list-style-type: none"> Phase 1: Scoping Study exercise has taken place which involved a range of City stakeholders and a concept and development plan was then produced. A project board has been set up and this includes Transport for Edinburgh, Lothian Buses, Marketing Edinburgh and Scottish Enterprise as well as CEC officers. Phase 2: Mapping Development will take place March-May 2017 and again, stakeholders will be invited to input into this process. Funding opportunities are being explored to deliver the next delivery phase of the Wayfinding project. 	<p>For further information contact:</p> <p>Anna Grant, Senior Planner, 0131 529 3521 anna.grant@edinburgh.gov.uk</p>

Forthcoming Activities

None

Recent news	Background
<p>Review of Edinburgh Design Guidance for consultation</p> <p>The Planning Committee on 2 March considered a report on the Review of Edinburgh Design Guidance. The Committee approved the recommendations in the Director’s report and referred the report to the Transport and Environment Committee for information.</p>	<p>For further information contact:</p> <p>Steven Murrell, Senior Transport Officer</p> <p>0131 469 3699</p> <p>steven.murrell@edinburgh.gov.uk</p>

Forthcoming Activities

None

Recent news	Background
<p>Adult Single Tickets</p> <p>The Convener, Vice Convener and Executive Director recently met with Richard Hall from Lothian Buses. Richard agreed to discuss this issue with Ewan Aiken of Edinburgh Cyrenians and to develop a suitable scheme to replace Adult Single Tickets.</p>	<p>For further information contact:</p> <p>Stuart Lowrie, Acting Public & Accessible Transport Manager</p> <p>0131 469 3622</p> <p>stuart.lowrie@edinburgh.gov.uk</p>

Forthcoming Activities

None

Recent news	Background
<p>Edinburgh Sustainable Development Partnership</p> <p>The Edinburgh Sustainable Development Partnership quarterly meeting that took place on 7th March 2017 at the Royal Commonwealth Pool was the last meeting for Councillor Hinds in her capacity as chair of this strategic partnership. With Councillor Hinds as chair, the partnership has had a number of key profile achievements:</p> <ul style="list-style-type: none"> • Edinburgh Adapts, an Adaptation Action Plan for the city (launched December 2016) – the plan was developed through a partnership approach involving over 40 organisations across Edinburgh, working together to address adaptation to climate change in the city. The plan has over 100 actions which are to be delivered over a five year period. 	<p>For further information contact:</p> <p>Jenny Fausset, Lead Officer, Strategy and Business Planning</p> <p>0131 469 3538</p> <p>jenny.fausset@edinburgh.gov.uk</p>

Recent news

- Carbon Literacy Programme – pilot project working with NHS Lothian, Festivals Edinburgh, Lloyds Bank and Workers Education Association Scotland to increase awareness of carbon and climate change with citizens' that are not normally engaged with the topic. This course is using the successful Manchester model.
- The Council's first Sustainable Energy Action Plan ([SEAP](#)) was approved by Corporate Policy and Strategy Committee in February 2015. The plan sets out the proposed actions and initiatives to reduce carbon emissions by 42% by 2020 across the city. There are currently over 100 projects underway across a range of city organisations working to reduce carbon emissions in the city under the SEAP's 5 programme areas.
- The partnership has launched the website www.sustainableedinburgh.org to promote and share sustainability good practice as well as publicising sustainability related events across the city.

The partnership is actively looking for a new chair from the private sector who will continue to profile good practice and engage with new sectors, organisations and citizens across the city to ensure that Edinburgh takes a balanced approach to environmental, economic and social issues for the long term sustainable future of the city. It was agreed that two Vice Chairs should be appointed – one an elected member (an interest and/or background in social or economic issues as well as environmental issues would be welcomed) and one from an organisation represented on the group.

The Group would like to thank Councillor Hinds for her valued contribution to the Group over the last three years.

Background

Forthcoming Activities

None

Recent news

Street Cleansing Strategy:

It was previously intended that the newly formed Waste & Cleansing Service would bring forward a cleansing strategy to March Committee outlining how the co-joined service would operate to ensure improved standards of cleanliness across the City and how a closer integration with Waste Services can bring about improvements in services to residents.

The development of the strategy is continuing but recent discussions with Zero Waste Scotland have indicated that a revised Code of Practice on Litter and Refuse (COPLAR) is being consulted upon and is expected to be released over the course of 2017. The COPLAR sets out the framework for street cleaning standards and within it defines the required rectification times and cleansing standards for a range of areas/streets. This will require the Service to re-zone the city and determine which areas require to be cleansed more frequently and which areas require quicker response times should a cleanliness issue be highlighted.

It is expected that there will be some significant changes to the existing COPLAR and any revised cleansing strategy will primarily be defined by the new Code of Practice, once released.

The service also continues to test the viability, in financial and efficiency savings, of litter bin sensors and reactive emptying. The success, or otherwise, of the sensors in litter bins will also assist in informing the development of the cleansing strategy.

Attitudes to Recycling:

Public attitudes to, and their participation in, recycling schemes is the most important factor in how successful a recycling service will be in helping the Council achieve recycling targets.

In respect of wider attitudes to recycling in kerbside areas, since the introduction of the green bin service participation has increased significantly from the previous twin box service. Of the households eligible for the service around 75% routinely present the mixed recycling bin for collection. Under the old service it averaged around 40 – 45% participation.

Background

For further information contact:

Andy Williams, Environmental Services Support Unit Manager

0131 469 5660

andy.williams@edinburgh.gov.uk

Recent news

This clearly suggests that, whilst combined with the reduction in landfill capacity, making it easier for residents to recycle has contributed towards a positive increase in recycling performance.

In areas of high density housing the Council has not been as active in changing recycling services due to the initial concentration on kerbside areas. In high density areas however the population is arguably more transient and it is therefore more important to understand the barriers to more recycling.

Contained within the Tenemental Recycling report to March Committee there is a proposal to undertake a radical review of waste and recycling collection in flatted areas. Complaints about communal bins are more prevalent than those about individual kerbside bins. Complaints about this service are not necessarily a complaint about a missed collection but could be arising from a bin that is overflowing between collection dates. This suggests that in some cases the frequency of collection (typically twice per week) is not sufficient. The feasibility study looks to see what changes can be made in the service to improve the service to residents and what the resource implications may be.

Once the feasibility study is completed and identified opportunities for improvement identified it is intended that a wide scale public consultation will be undertaken. An important part of the consultation will be to capture information on how residents use bins in their specific areas and whether altering the locations of bins can increase the uptake of recycling services and decrease issues around contamination of recycling, thus making it easier for residents to participate in recycling.

Following conclusion of a public consultation the service will report back to Committee with findings and a proposal to make the identified service improvements.

Background

Forthcoming Activities

None

Recent news

Major Events in Parks and Greenspace

Following the report to the Transport and Environment Committee on [30 August 2016](#) a competitive tender has taken place to offer four sites in the City of Edinburgh for events throughout the year.

Details of the sites are below:

Lot 1 - Inverleith Park August - 3 year contract

- Awarded to The Media Company Publications Ltd
- 1 to 8 August (inclusive of build/strike days)
- The Media Publications Company have proposed a “family friendly food event” which is well known as Foodies Festival Limited.
- The annual income received for this event to the Council will be £14,580 for use of the site for eight days in August.
- In addition, a range of community benefits with an annual value of £40,000 have been committed to.

Lot 2 – West Princes Street Gardens – Red Blaes Area August – 2 years with option for 1 year extension.

- successful supplier withdrew.

Lot 3 - The Meadows – 3 year contract

- Awarded to Underbelly.
- 28 July to 29 August (inclusive of extra build/strike days requested)
- The proposed event will be called Circus Hub – a dedicated venue for international contemporary circus. The Event will contain two covered and ticketed venues and each will host between 5 and 6 shows making a total of between 10 and 12 shows at the site per day.
- The annual income gained from this event to the Council will be 48,375.86.
- This includes a base fee of £40,000 for the site and an additional £8275.86 for 4 extra build/strike days which have been requested and are charged a premium of 1½ the pro rata'd day rate.
- The Council is also entitled to a 1% gainshare of all

Background

For further information contact:

David Jamieson
Parks and Greenspace Manager
0131 529 7055

david.jamieson@edinburgh.gov.uk

Item 7.8 Procurement of Major Events in Parks 2017 – 2019, 30 August 2016 [Transport & Environment Committee](#)

Recent news	Background
<p>revenue generated on the site above a £250,000 threshold.</p> <ul style="list-style-type: none"> Underbelly have committed to community benefits including work placements, discounted tickets for local residents and to conduct meetings with local community groups and conduct post event community consultation exercises. <p>Lot 4 – West Princes Street Gardens – Red Blaes Area October – 2 years with option for 1 year extension.</p> <ul style="list-style-type: none"> No tenders received. <p>Following further market engagement Lot 4 is currently being retendered with a closing date of mid March and it is expected that at least two event organisers will submit bids.</p>	

Forthcoming Activities

None

Recent news	Background
<p>Edinburgh Playing Out Streets Pilot</p> <p>At the Transport and Environment Committee meeting on 17 January 2017 an action was agreed for the Convenor to meet with officers and the Playing Out Streets deputation to discuss simplifying the application process and to agree to receive an update in relation to the discussions held, in the Transport and Environment Committee Business Bulletin on 21 March 2017.</p> <p>The meeting took place on 8 February 2017 and agreement was reached on the way forward including some of the wording to be included in the guidelines and that an application form is to be included.</p> <p>The pilot will run from from 1 April to 31 August 2017 and would cover both the Easter and Summer school breaks.</p> <p>The guidelines for the Pilot have been reviewed and now include an application form. This has been placed on the Councils website.</p>	<p>For further information contact:</p> <p>Stuart Harding, Citywide Network Manager</p> <p>0131 529 3704</p> <p>stuart.harding@edinburgh.gov.uk</p> <p>Contributes to Pledges and Outcomes: P33, P44, CP4, CP9.</p> <p>Edinburgh Playing Out</p>

A report on the outcome of the pilot will be brought to the Transport and Environment Committee in January 2018.

Forthcoming Activities

None

Recent news

A71 Dalmahoy Junction Improvements – Funding Options

A report to the Transport and Environment Committee on [30 August 2016](#) noted that an investigation into potential options to fund the approved junction signalisation had been undertaken, but that a funding shortfall was projected. Officers were instructed to report back to the Committee within three cycles, outlining proposals for meeting this shortfall.

The latest cost estimate for the junction signalisation is £455,520. A review of funding contributions which were previously reported to Committee has been carried out, along with an exercise to explore potential additional funding sources. Following this exercise, sufficient funding to deliver the improvements has now been identified. The funding shortfall previously reported will be met from contingencies within the 2017/18 capital Carriageways, Footways and Street Lighting budget.

The funding which has now been identified to deliver the scheme can be broken down as follows:

- Road Safety - £143,000
- Access to Bus Stops - £25,000
- Cycling, Walking, Safer Streets - £30,000
- Craigpark Quarry S75 Agreement - £40,000
- South West Locality (NEPS) - £50,000 (over two years)
- Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding - £167,000

Officers have made an initial approach to landowners with a view to opening discussions to acquire the land outwith Council ownership required to deliver the junction improvements. It is currently anticipated that the land acquisition process will take around 12 months to complete.

A low cost safety scheme involving vehicle-activated signs

Background

For further information contact:

Callum Smith (Senior Project Manager), Major Projects, Transport)

0131 469 3592

c.smith@edinburgh.gov.uk

Recent news	Background
<p>and a reduced speed limit will be introduced in the interim period. This will be funded separately from the 2016/17 capital Road Safety budget.</p>	

Forthcoming Activities

None

Recent news	Background
<p>Community Policing Performance Update – October to December 2016</p> <p>The Police and Fire Scrutiny Committee on 3 March 2017 considered an update on the joint working activities and detailed performance carried out under the SLA with Police Scotland from October to December 2016.</p> <p>The Committee agreed to note the content of the report and to refer to the Health, Social Care and Housing Committee and the Transport and Environment Committee for information.</p>	<p>For further information contact:</p> <p>Michelle Miller, Head of Safer and Stronger Communities</p> <p>0131 529 8520</p> <p>Michelle.Miller@edinburgh.gov.uk</p>

Forthcoming Activities

None

Recent news	Background
<p>Brighton Place, Portobello – Carriageway Resurfacing</p> <p>The Transport and Environment Committee on 17 January 2017 requested that investigations were made into the possibility and cost of retaining the setts in the parking areas of Brighton Place. This follows on from a previous decision by this Committee to replace all the setts on Brighton Place with asphalt.</p> <p>The Transport Design and Delivery Team, in liaison with colleagues from Planning, investigated the possibility of retaining a 2.5 metre width of setts adjacent to the kerb on the east side of Brighton Place, between Lee Crescent and East Brighton Place. The additional cost for this work would be approximately £35,000.</p>	<p>For further information contact:</p> <p>Sean Gilchrist, RAMP, Planning & Programming Manager, Transport & Planning.</p> <p>0131 529 3765</p> <p>Sean.gilchrist@edinburgh.gov.uk</p>

Recent news	Background
<p>Brighton Place is a main bus route carrying on average eight buses per hour southbound and 10 per hour northbound. As the width of the carriageway is only 7.6 metres it is inadequate for two large vehicles to pass adjacent to any parked vehicles. There would therefore be a requirement, from time-to-time, for southbound vehicles to overlap both the setted surface and the adjacent asphalt surface whilst resulting in such vehicles experiencing varying skid resistance properties between both surfaces, which could be potentially dangerous. Furthermore, with asphalt and setted carriageways having different construction methods required (flexible and rigid) there is potential for differential movement in the carriageway which will lead to accelerated deterioration. Given these findings it is recommended that Brighton Place carriageway design does not include the renewal of setts within parking areas.</p>	

Forthcoming Activities

None

Recent news	Background
<p><u>A90 Burnshot Bridge</u></p> <p>Burnshot Bridge crosses the A90 main arterial route into Edinburgh from the Forth Road Bridge. The structure serves the communities of Kirkliston, South Queensferry and Craigiehall.</p> <p>In November 2016, due to concrete spalling from the bridge onto the A90, an emergency weekend closure of both the A90 and the bridge was carried out to facilitate removal of loose material from the centre span.</p> <p>In parallel, Council engineers undertook a quick analysis which determined that the closure of the bridge should remain in place, further material needed to be removed from the bridge deck to reduce dead load, and that a more comprehensive investigation and analysis of the structure was required. Temporary traffic management diversion routes were put in place to accommodate the ongoing bridge closure.</p> <p>External Consultants were commissioned in January 2017 to provide a detailed structural inspection and assessment along with a feasibility study to explore options to allow the</p>	<p>For further information contact:</p> <p>Tom Dougall, Structures and Flood Prevention Manager, Planning and Transport.</p> <p>0131 469 3753</p> <p>Tom.dougall@edinburgh.gov.uk</p>

Recent news	Background
<p>bridge to be re-opened. These reports are due to be completed by the end of April 2017.</p> <p>Initial indications from the Consultants confirm that the structural joints above the A90 carriageway which support the suspended span are in a poorer condition than originally thought. Consequently the bridge requires to remain closed and, as a minimum, the suspended central span requires to be removed and replaced. The final reports will identify the full extent of the remedial works required.</p> <p>This route is extremely well used, serving local businesses and residents in the surrounding areas. Further future development is also planned for the area. The intention is to re-open the bridge to vehicular, pedestrian and cycling traffic once the full extent of the required works has been identified and undertaken.</p> <p>It is proposed to allocate £1.5m from the 2017/18 Capital Budget towards these works. Depending on the findings of the analysis above, any further future funding required will be made available from the Roads, Footways and Structures Capital Investment Programme 2018/19.</p>	

Forthcoming Activities

None

Recent news	Background
<p>Salvesen Steps, River Almond Walkway</p> <p>The Salvesen Steps is a timber structure built to enable continued access along the River Almond Walkway (Core Path and Right of Way). The structure was constructed circa 1966 and is an important strategic link in the active travel network as it is the off-road link between National Cycle Routes 1 and 76 and the coastal promenade.</p> <p>In 2007, structural faults occurred which were repaired. Subsequently, repairs have had to be undertaken every 18 months – two years, most recently in May 2016. Since 2008 weekly visual checks are undertaken by Council officers and recorded.</p> <p>Further deterioration of the timber was demonstrated to elected members and community representatives at a site meeting on 22 December 2016. It was agreed to close the</p>	<p>For further information contact:</p> <p>David Jamieson, Parks, Greenspace and Cemeteries</p> <p>0131 529 7055</p> <p>david.jamieson@edinburgh.gov.uk</p>

Recent news	Background
<p>steps in the New Year and introduce a diversion route. However, to ensure public safety over the longer term it is likely that the wooden section will need be dismantled. Costs for repair, dismantling, like for like replacement and scaffolding replacement options are currently being secured.</p> <p>DDA Compliant replacement for Salvesen Steps</p> <p>For some time it has been apparent that a permanent replacement structure is required. £40k has been secured from Sustrans to commission a technical feasibility and costing exercise for suitable replacement options, and the services of Sweco UK procured to undertake survey work to inform a preferred solution. This information is due to be presented to the Salvesen Steps working group on the 21 March 2017. This group is made up of Council officers, elected members, community representatives and Sustrans. Its findings and officer recommendations will be brought to Committee at the earliest appropriate opportunity.</p> <p>Additional funding has been allocated to progress the repair/replacement of Salvesen Steps from the Council's 2017/18 capital budget.</p>	

Forthcoming Activities

None

Transport and Environment Committee

10.00am Tuesday, 21 March 2017

Annual Review of Major Events in Parks 2015/2016

Item number	7.1
Report number	
Executive/routine	
Wards	All

Executive Summary

The Edinburgh Parks Events Manifesto was presented to and approved by the Transport and Environment Committee on [26 August 2014](#). The Committee requested that the annual review carried out by the reported to Committee on an annual basis. This report presents the findings of the 2015/2016 survey, notes the concerns raised by consultees and details any mitigating actions which will be taken to ensure continual improvement in the planning and management of future events.

Links

Coalition Pledges	P24 , P48
Council Priorities	CP6 , CP8 , CP13
Single Outcome Agreement	

Annual Review of Major Events in Parks 2015/2016

1. Recommendations

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

2. Background

- 2.1 The annual review of major events in parks was undertaken in October 2016. Event organisers, local stakeholders, sports users, local councillors, locality teams and internal partners were asked for their feedback following major events held in their local parks.

3. Main report

- 3.1 Fourteen major events were reviewed over five locations: Princes Street Gardens; Leith Links; Calton Hill; Meadows; and Inverleith Park. An online survey was launched and sent out to all stakeholders involved with and affected by these events. These recipients were encouraged to forward the link to other interested parties and posters were displayed in park notice boards. The responses are detailed in Appendix 1. A summary is provided below.

Princes Street Gardens.

- Oktoberfest, (Appendix 1, page 5) (11 responses)
Comments received were around whether Princes Street Gardens was an appropriate venue for this type of event. Issues around litter and noise management were also raised.
- Hogmanay, (Appendix 1, page 13) (15 responses)
- The Winter Festival, (Appendix 1, page 21) (29 responses)

As far as the public are concerned both of these events are viewed as one. There were a number of comments supporting the events, however, complaints regarding noise and litter were also recorded. The majority of the comments and concerns were with regard to the length of time that the event is on site and the length of time taken to restore the gardens to their original condition.

- Summer Wheel, (Appendix 1, page 30) (11 responses)

The majority of comments questioned the appropriateness of the wheel in the gardens, litter management, noise and the length of time on site.

Leith Links.

- Leith Festival Funfair, (Appendix 1, page 38) (3 responses)
- Leith Festival, (Appendix 1, page 46) (9 responses)

Positive comments were received praising both events.

Calton Hill.

- Dusherra, (Appendix 1, page 54) (1 response)
- Beltane Fire Festival, (Appendix 1, page 62) (3 responses)

In general comments were supportive except a comment regarding the presence of private cars on the site and one regarding the format of the Beltane Festival.

The Meadows.

- Gung Ho, (Appendix 1, page 70) (4 responses)

Generally this event was well received with only one comment regarding litter and noise.

- The Meadows Festival Funfair, (Appendix 1, page 78) (8 responses)

The main issue noted was a general dissatisfaction with the noise levels generated by this event.

- The Meadows Festival; (Appendix 1, page 8) (12 responses)

Comments received were mainly positive and encouraging community events. However, three respondents note concerns regarding litter levels on site and following the clean up exercise, two for noise levels during the event and concerns regarding BBQs damaging the ground.

- The Meadows Fringe Circus Hub;(Appendix 1, page 94) (27 responses)

Positive comments were received regarding the type of event, the management and the on-site staff. Negative comments focussed on the length of time that the event was on site, the damage to the ground as a result and the time taken to reinstate the site afterwards. Comments were also received regarding the perceived commercialisation of the site and the impact on regular park users.

- The Fringe Funfair; (Appendix 1, page 102) (13 responses)

Criticism regarding noise levels, litter and vehicle use were raised along with concerns regarding commercialisation of the site.

Additional comments submitted by stakeholders regarding The Meadows can be found in Appendix 2.

Inverleith.

- The Foodies Festival, (Appendix 1, page 110) (3 responses)

One negative comment was received regarding public access to the site. The advice from the Local Access Forum on the outdoor access indicated that a practical approach should be taken and that exemption orders are not required for regular events.

How Will These Comments and Concerns Be Addressed?

- 3.2 All of these events (with the exception of the funfairs which are considered and conditioned through the appropriate licensing process) are subject to Event Planning and Operational Group (EPOG) considerations. This is a multi-agency group led by Public Safety and includes representatives from Events, Licensing, Roads, Localities, Parks Greenspace and Cemeteries along with external partners such as Police Scotland, Scottish Ambulance Service and Scottish Fire and Rescue Service. Each event has its own individual EPOG that meets with the organisers to agree what measures need to be put in place to ensure that the event is managed safely and that the impact on the park and other park users are, as far as is reasonable, minimised. The concerns and comments raised by this review will be addressed by these EPOGs and where possible mitigated for future events. In addition consideration of the comments will, where appropriate, be reflected in future event lease instructions.
- 3.3 Last year's review identified that for some events there were difficulties with accessing a point of contact to raise concerns or report complaints. This year's survey shows that although improvements have been made there is still room for improvement with specific organisers. This will be addressed through the EPOGs.
- 3.4 The procurement of four events (three new and one existing) for 2017 onwards has now been completed. The comments raised in this survey have been taken into account and reflected in the contracts issued to successful bidders. These events will be included in next year's annual review.
- 3.5 With regard to Princes Street Gardens, in an attempt to reinstate the grounds faster than has been the case to date, the Parks, Greenspace and Cemeteries Service commissioned an independent report in June 2016 by the Scottish Agricultural College (the full report can be found in Appendix 3).
- 3.6 This report concluded that the current specification and programme of works is per industry standard for amenity grassland works. The key issue highlighted is that

the lawn areas of the gardens are being used for a purpose that they were not intended or originally designed for and therefore significant remedial works are required on a year on year basis. Moreover, this work is required at a time of year with unpredictable weather and ground conditions.

- 3.7 The solution identified would be to reconstruct the existing lawns to a high performance specification that would significantly improve the drainage characteristics and stability of the site soils. Costs for this are estimated at up to £578k.
- 3.8 The contract for the Winter Festival is currently being procured by the Council. The specification states that: *“Large events in Princes Street Gardens can have a significant detrimental impact on the botanical gardens and their infrastructure including paths, bankings and beds. Contractor(s) should minimise disruption and impact on the gardens and devise innovative solutions to ensure minimal reinstatement is required and that the gardens are not adversely impacted. Solutions that make minimal use of the gardens will be viewed more favourably”.*

4. Measures of success

- 4.1 The number of complaints about events held in parks is reduced.
- 4.2 The weaknesses or areas for improvement identified in this review have been successfully addressed.

5. Financial impact

- 5.1 It is anticipated that extra revenue may be generated following the procurement led events from 2017.

6. Risk, policy, compliance and governance impact

- 6.1 Event Planning and Operational Group (EPOG) meetings are held to agree measures to ensure the event is managed safely and within the [Parks Events Manifesto](#) there is information on each park that needs to be considered.

7. Equalities impact

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

8. Sustainability impact

8.1 There is a need to balance the requirements of events operators with the wishes of the local community and park user groups.

9. Consultation and engagement

9.1 The review was carried out with relevant stakeholders as shown in Appendix 1.

10. Background reading/external references

None

Paul Lawrence

Executive Director of Place

Contact: David Jamieson, Parks, Greenspace and Cemeteries Manager

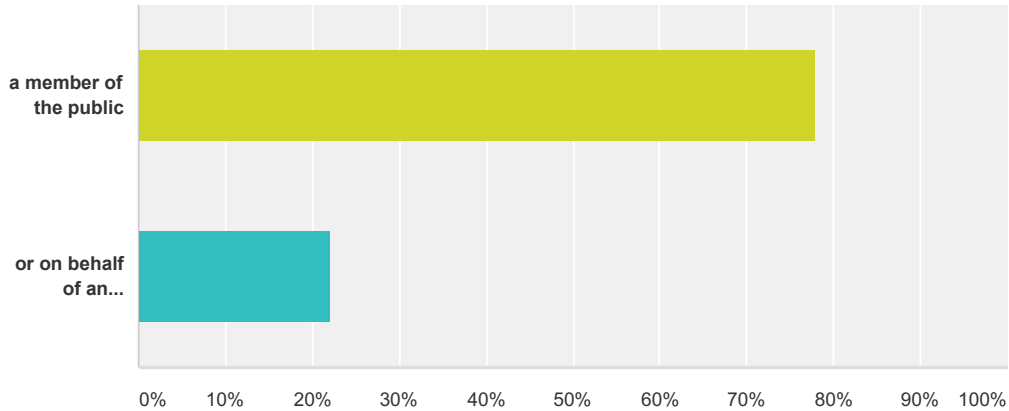
E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

11. Links

Coalition Pledges	P24 – Maintain and embrace support for our world-famous festivals and events P48 – Use Green Flag and other strategies to preserve our green spaces
Council Priorities	CP6 – A creative, cultural capital CP8 - A vibrant, sustainable local economy CP13 – Citizen and partner engagement
Single Outcome Agreement	None
Appendices	Appendix 1 Full Responses Appendix 2 Additional Comments Appendix 3 Scottish Agricultural College Report

Q1 Are you completing this survey as:

Answered: 199 Skipped: 0



Answer Choices	Responses
a member of the public	77.89% 155
or on behalf of an organisation	22.11% 44
Total	199

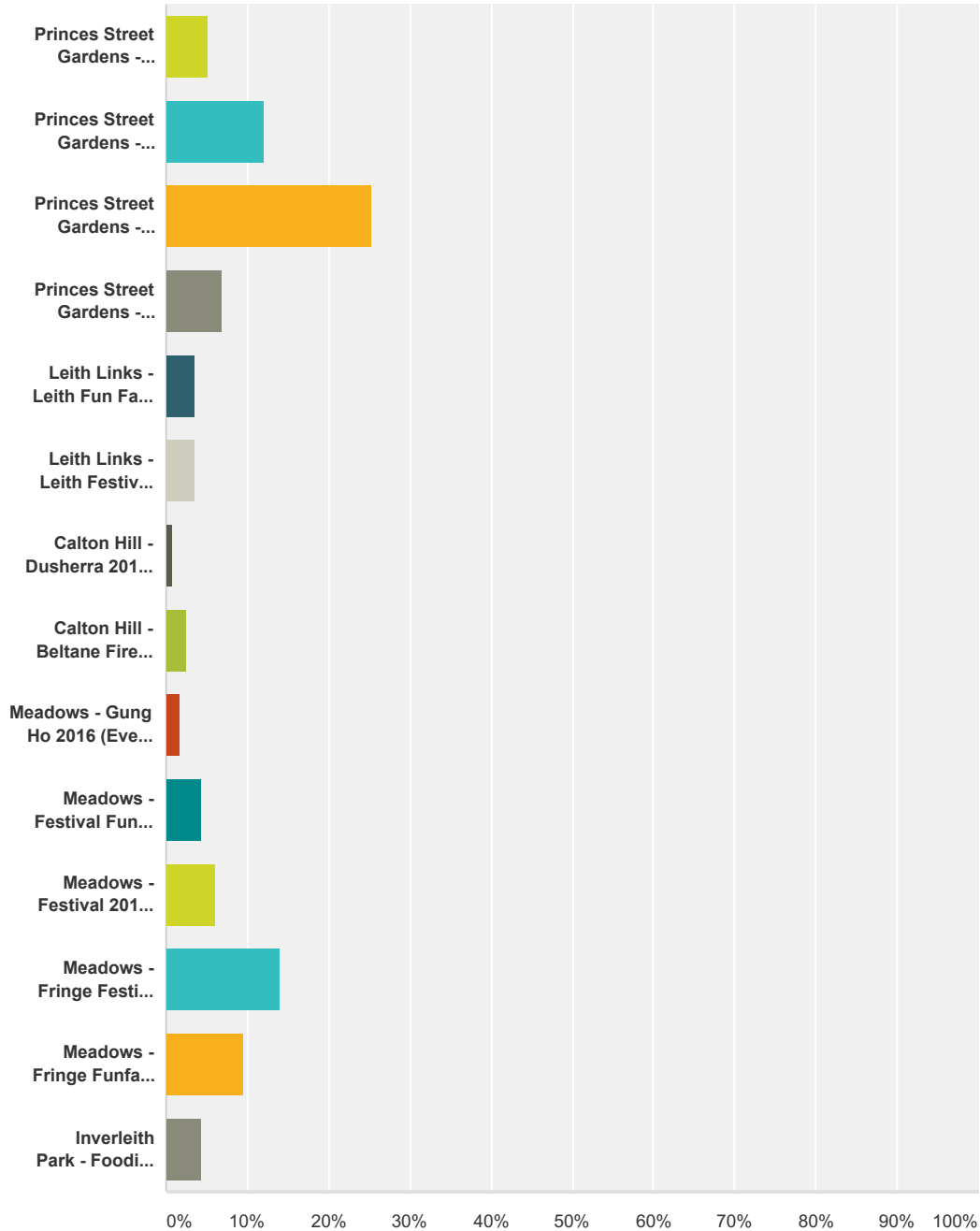
#	Please tell us which organisation you are responding on behalf of?	Date
1	Underbelly	11/17/2016 8:03 PM
2	Marchmont & Sciennes Community Council	11/17/2016 7:11 PM
3	John Evans Funfair	11/16/2016 9:27 PM
4	Edinburgh Oktoberfest	11/16/2016 12:15 PM
5	Tollcross Community Council	11/16/2016 9:49 AM
6	Unique	11/15/2016 4:34 PM
7	The Cockburn Association	11/15/2016 4:03 PM
8	Foodies Festival Inverleith Park	11/15/2016 2:59 PM
9	Collective	11/15/2016 10:32 AM
10	Edinburgh Leisure	11/9/2016 2:56 PM
11	Amos Scripture Care Trust	11/1/2016 11:03 AM
12	FCI	10/31/2016 10:51 PM
13	txcc	10/26/2016 11:32 PM
14	Film Edinburgh	10/26/2016 9:56 AM
15	Friends of the Meadows and Bruntsfield Links	10/25/2016 10:48 AM
16	EVOC	10/25/2016 9:17 AM
17	City of Edinburgh Council Environmental Wardens	10/24/2016 9:11 AM
18	Scottish Fire & Rescue Service	10/24/2016 8:58 AM
19	CEC Public Safety	10/21/2016 1:58 PM
20	Friends Burdiehouse Burn Valley Park	10/21/2016 9:16 AM

Parks Events Review 2015/16

21	Police Scotland - E Division operational planning	10/21/2016 9:13 AM
22	Friends of Starbank Park	10/20/2016 9:38 PM
23	Birthlink	10/20/2016 9:16 PM
24	Marketing Edinburgh	10/20/2016 4:24 PM
25	City of Edinburgh Council	10/20/2016 3:08 PM
26	The City of Edinburgh Council	10/20/2016 1:51 PM
27	Kgb	10/20/2016 11:42 AM
28	Friends of the Meadows and Bruntsfield Links	10/20/2016 11:30 AM
29	Canongate Youth	10/20/2016 10:09 AM
30	The City of Edinburgh Council	10/20/2016 10:04 AM
31	Councillor	10/20/2016 10:01 AM
32	CEC	10/20/2016 8:43 AM
33	East of Scotland Cricket Association	10/20/2016 8:42 AM
34	Leith Festival	10/20/2016 8:32 AM
35	Friends of Inverleith Park	10/19/2016 10:25 PM
36	LEITH FESTIVAL ASSOCIATION LTD	10/19/2016 9:12 PM
37	greening our street	10/19/2016 7:48 PM
38	Tollcross Community Council	10/19/2016 6:17 PM
39	CEC Estates	10/19/2016 5:21 PM
40	Collective	10/19/2016 4:55 PM
41	Gung-Ho!	10/19/2016 4:47 PM
42	ESCA	10/19/2016 4:18 PM
43	Leith Athletic FC	10/19/2016 4:09 PM

Q2 Which Park event would you like to comment on? If you would like to comment on more than one event you will be given the chance to do this.

Answered: 115 Skipped: 84



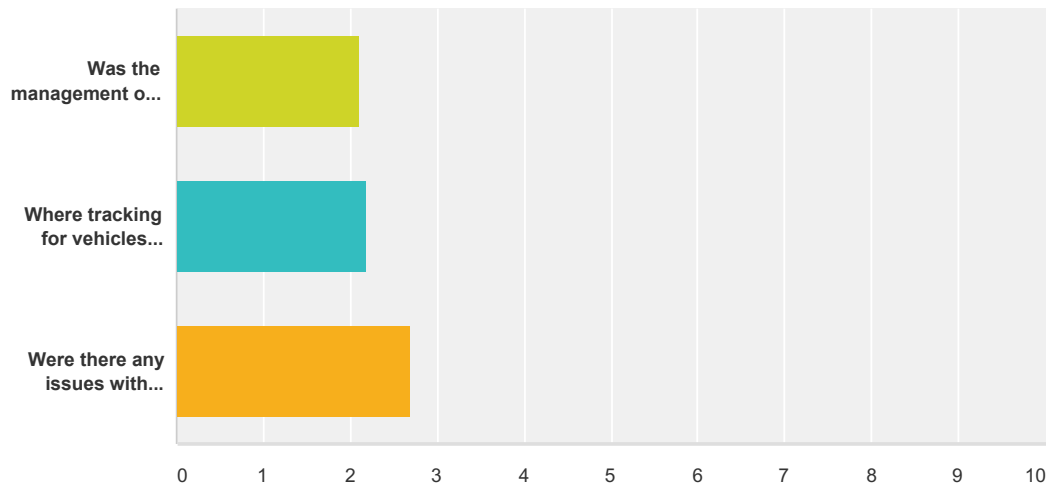
Answer Choices	Responses
Princes Street Gardens - Oktoberfest 2015 (Event dates: 7-11 October 2015)	5.22% 6
Princes Street Gardens - Hogmanay 2015/16 (Event dates: 31 Dec 2015 - 1 Jan 2016)	12.17% 14

Parks Events Review 2015/16

Princes Street Gardens - Christmas Festival 2015/16 (Event dates: 20 Nov 2015 - 3 Jan 2016)	25.22%	29
Princes Street Gardens - Summer Festival Wheel 2016 (Event dates: 13 July - 11 Sept 2016)	6.96%	8
Leith Links - Leith Fun Fair 2016 (Event dates: 8-12 June 2016)	3.48%	4
Leith Links - Leith Festival Gala Day 2016 (Event date: 11 June 2016)	3.48%	4
Calton Hill - Dusherra 2015 (Event date: 25 October 2015)	0.87%	1
Calton Hill - Beltane Fire Festival (Event date: 30 April 2016)	2.61%	3
Meadows - Gung Ho 2016 (Event date: 11 June 2016)	1.74%	2
Meadows - Festival Fun Fair 2016 (Event dates: 1-5 June 2016)	4.35%	5
Meadows - Festival 2016 (Event dates: 4-5 June 2016)	6.09%	7
Meadows - Fringe Festival Event - Underbelly Circus Hub 2016 (Event dates: 4-22 August 2016)	13.91%	16
Meadows - Fringe Funfair 2016 (Event dates: 11-21 August 2016)	9.57%	11
Inverleith Park - Foodies Festival 2016 (Event dates 5-7 August 2016)	4.35%	5
Total		115

Q3 Princes Street Gardens, Oktoberfest 2015 Before, during and after the event:

Answered: 10 Skipped: 189

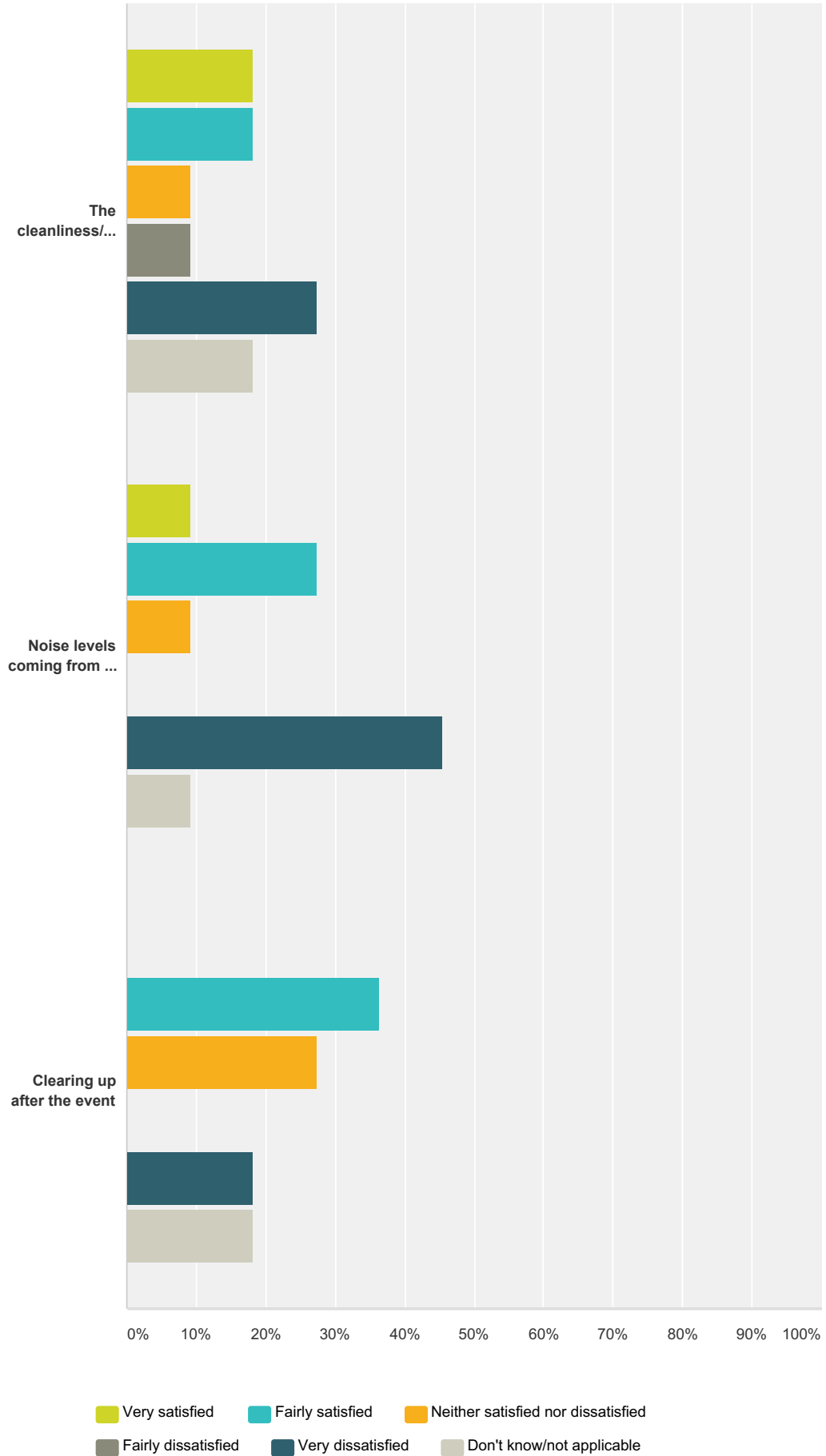


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	30.00% 3	30.00% 3	40.00% 4	10	2.10
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	20.00% 2	40.00% 4	40.00% 4	10	2.20
Were there any issues with deliveries for the event?	10.00% 1	10.00% 1	80.00% 8	10	2.70

**Q4 How satisfied or dissatisfied were you
with:**

Answered: 11 Skipped: 188

Parks Events Review 2015/16

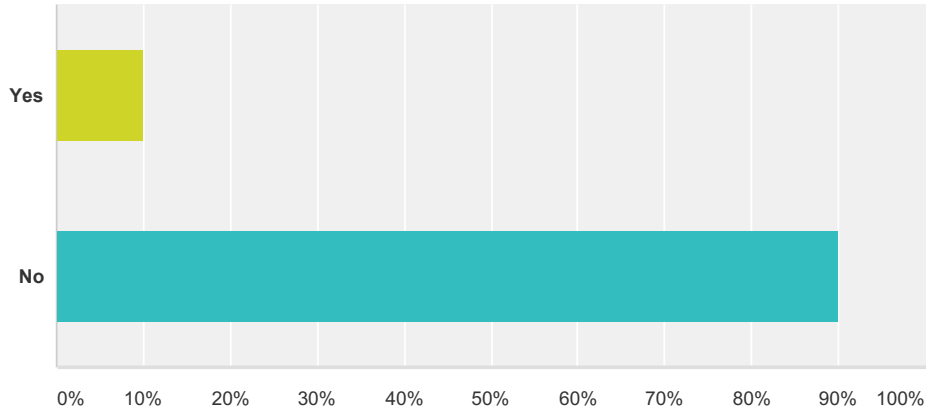


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	18.18% 2	18.18% 2	9.09% 1	9.09% 1	27.27% 3	18.18% 2	11
Noise levels coming from the event	9.09% 1	27.27% 3	9.09% 1	0.00% 0	45.45% 5	9.09% 1	11
Clearing up after the event	0.00% 0	36.36% 4	27.27% 3	0.00% 0	18.18% 2	18.18% 2	11

Q5 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

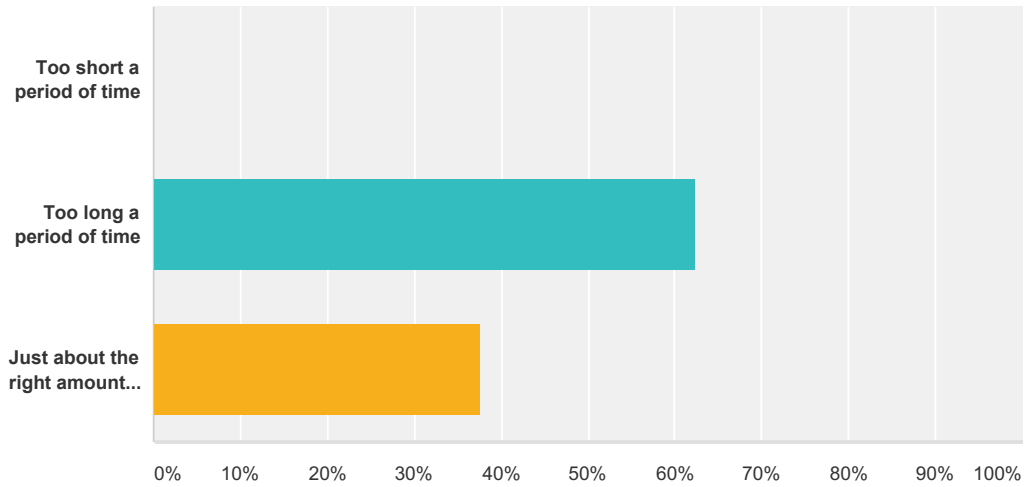
Answered: 10 Skipped: 189



Answer Choices	Responses
Yes	10.00% 1
No	90.00% 9
Total	10

Q6 Do you feel the event was on site for:

Answered: 8 Skipped: 191



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	62.50% 5
Just about the right amount of time	37.50% 3
Total	8

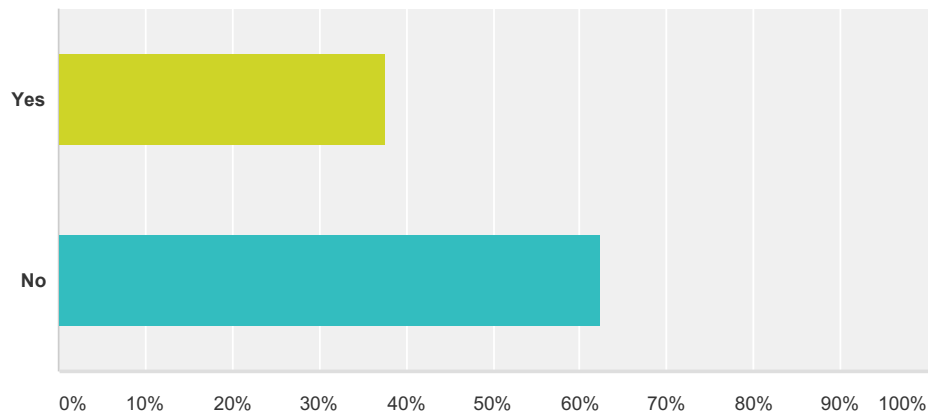
Q7 Do you have any other comments on the event?

Answered: 6 Skipped: 193

#	Responses	Date
1	I would like to comment on the disgraceful state of St Andrews Square Gardens. You show a picture of it but there is no option to comment on it. We are appalled and the destruction of this space over and over again.	11/15/2016 5:38 PM
2	public space for private gain	10/31/2016 10:54 PM
3	I am a tax paying citizen living in the city centre Oktoberfest ?? why, this is an alien kultur, Oktober fest is fine, great even, in Munich We should have native culture, were I in Munich I would not seek out a Scottish event as I can get that at home Such events leave the gardens and StAndrew Square a muddy mess with closed off "reseeded" areas for months on end. If you are going to mess up the grass then it should be returfed and not reseeded PS why does your questionnaire operate in US English and not British English?	10/24/2016 3:43 PM
4	This is an unnecessary event, involving amplified music immediately next to a historic and functioning church. I can not understand the 'gain' from having this type of event to Edinburgh's image and reputation particularly where drinking to excess is the ethos of any 'oktoberfest'.	10/21/2016 2:38 PM
5	Not an appropriate venue for this event.	10/20/2016 3:13 PM
6	Why do we have this to encourage binge drinking in a park. It was due to be on the Meadows and 'family' freindly but was seen off as it wasn't either of those. To have it in the City centre makes it look like drinking is acceptable to excess just to make the Council a couple of ££	10/20/2016 2:58 PM

Q8 Would you like to comment on another event?

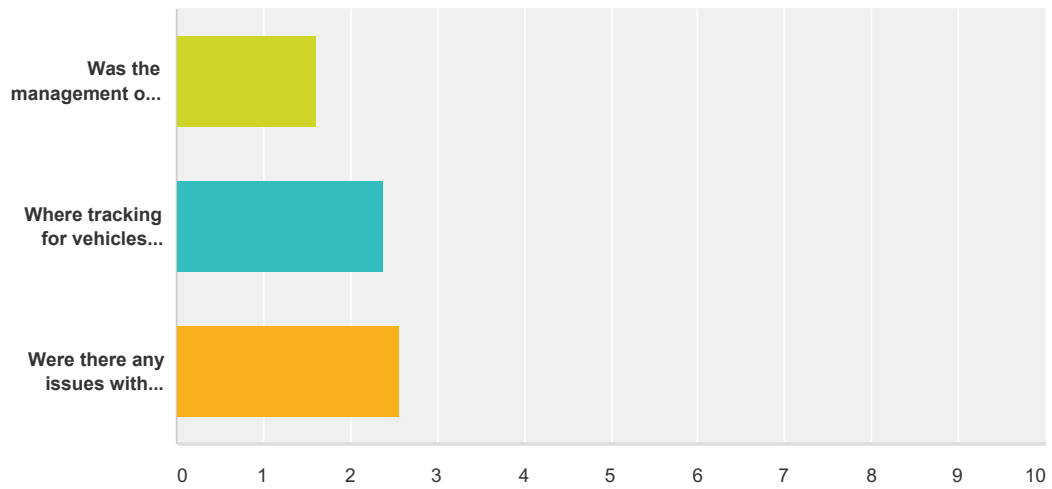
Answered: 16 Skipped: 183



Answer Choices	Responses	
Yes	37.50%	6
No	62.50%	10
Total		16

Q9 Princes Street Gardens, Hogmanay 2015/16 Before, during and after the event:

Answered: 15 Skipped: 184

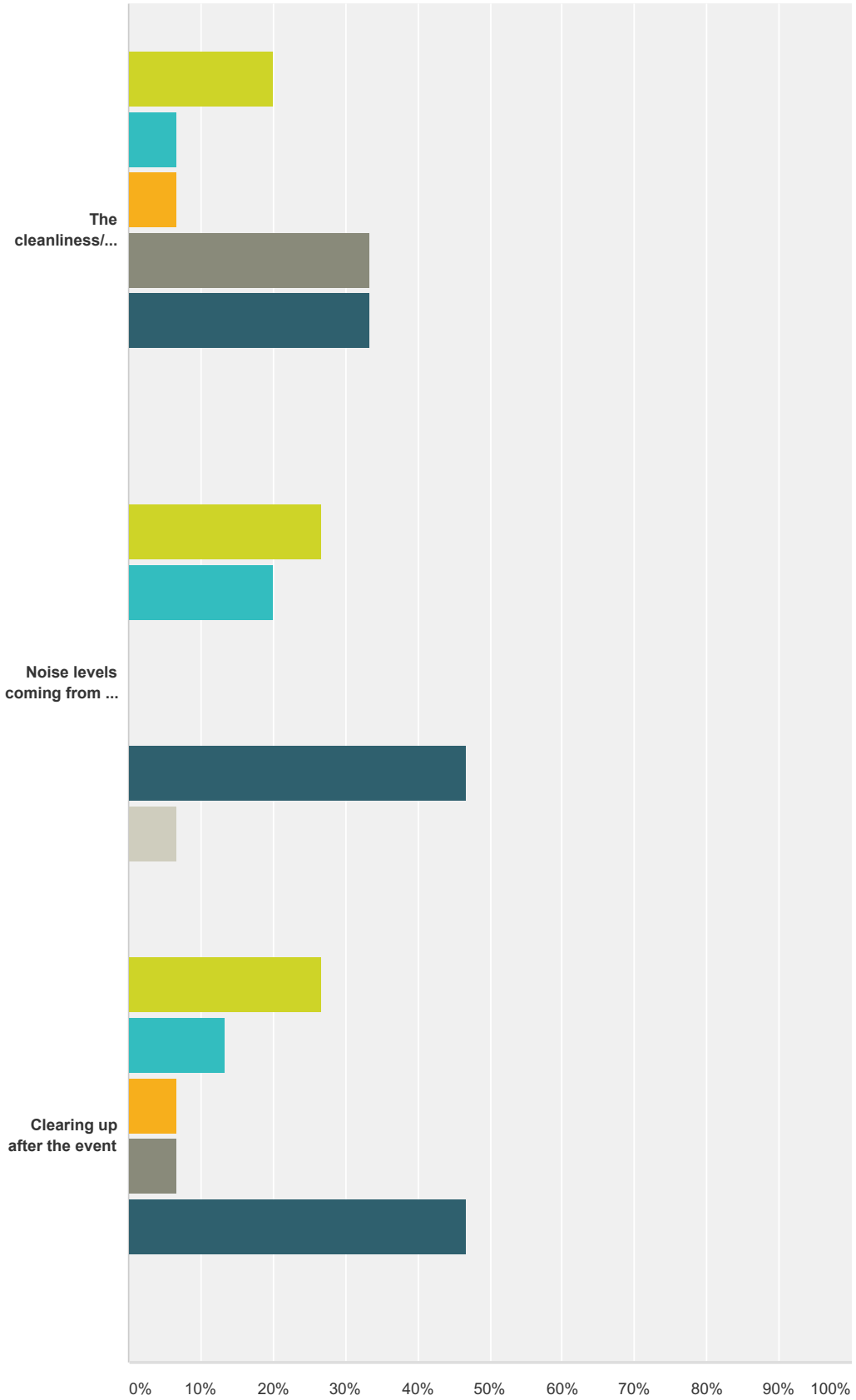


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	53.33% 8	33.33% 5	13.33% 2	15	1.60
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	15.38% 2	30.77% 4	53.85% 7	13	2.38
Were there any issues with deliveries for the event?	14.29% 2	14.29% 2	71.43% 10	14	2.57

**Q10 How satisfied or dissatisfied were you
with:**

Answered: 15 Skipped: 184

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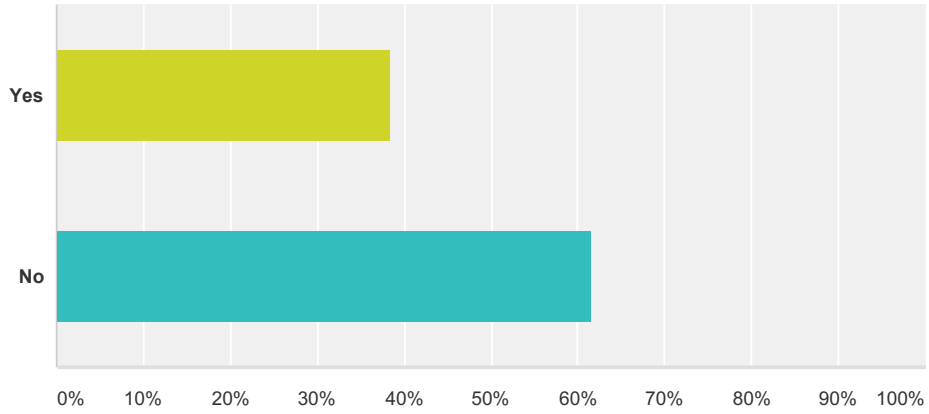
■ Very satisfied
 ■ Fairly satisfied
 ■ Neither satisfied nor dissatisfied
■ Fairly dissatisfied
 ■ Very dissatisfied
 ■ Don't know/not applicable

Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	20.00% 3	6.67% 1	6.67% 1	33.33% 5	33.33% 5	0.00% 0	15
Noise levels coming from the event	26.67% 4	20.00% 3	0.00% 0	0.00% 0	46.67% 7	6.67% 1	15
Clearing up after the event	26.67% 4	13.33% 2	6.67% 1	6.67% 1	46.67% 7	0.00% 0	15

Q11 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

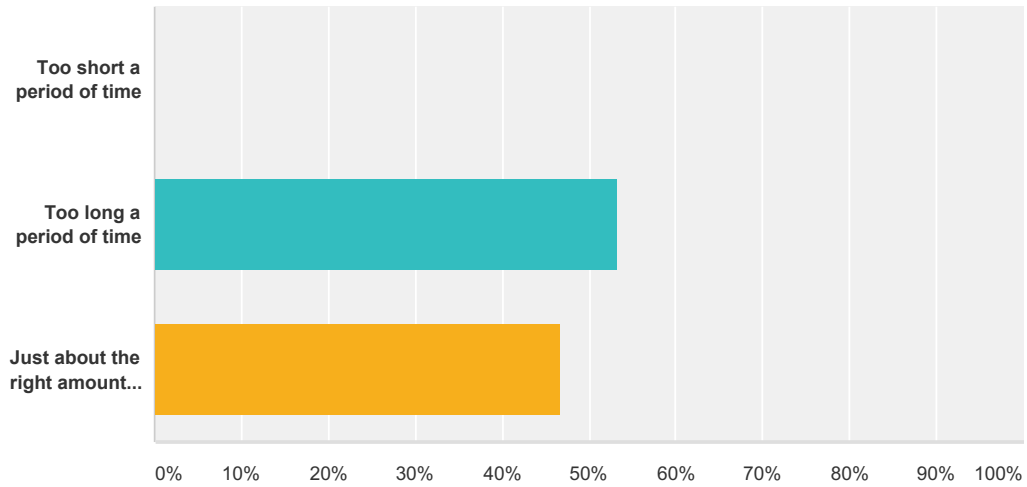
Answered: 13 Skipped: 186



Answer Choices	Responses	
Yes	38.46%	5
No	61.54%	8
Total		13

Q12 Do you feel the event was on site for:

Answered: 15 Skipped: 184



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	53.33% 8
Just about the right amount of time	46.67% 7
Total	15

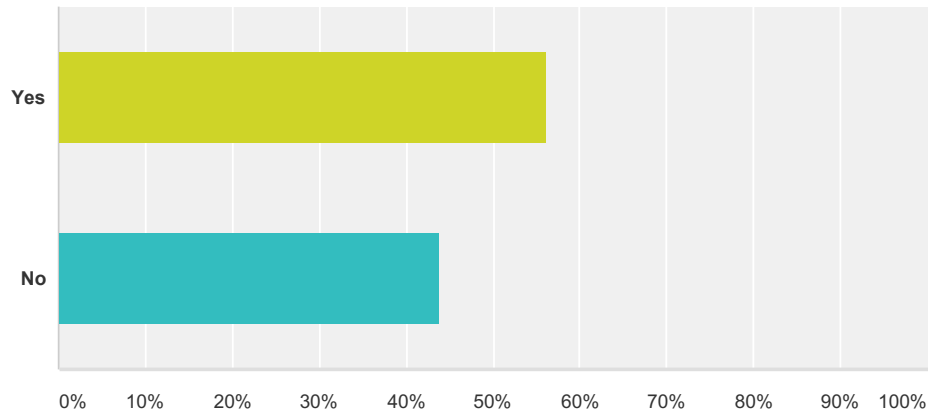
Q13 Do you have any other comments on the event?

Answered: 9 Skipped: 190

#	Responses	Date
1	The control of the crowds attending is always a concern. The exclusion of Edinburgh citizens from their city centre unless they pay for a ticket is a concern often raised with us.	11/15/2016 4:05 PM
2	Too costly. Should also maintain public right of way at all times. If this can't be done, then the event is in the wrong place	10/31/2016 11:57 PM
3	I am a tax paying citizen living in the city centre and am banned from the city centre for some of this period and I see only disbenefit to me PS why does your questionnaire operate in US English and not British English?	10/24/2016 3:38 PM
4	damage to gardens and need for replanting unacceptable....grass areas out of use for long recovery period	10/22/2016 3:14 PM
5	As a long -term city centre resident I oppose the destruction of a free gathering of folk on the High Street for the bells resulting from ticketing and event-driven management of the city centre.	10/21/2016 2:42 PM
6	A great event for the City. Long may it continue!	10/21/2016 2:03 PM
7	Reinstatement of the site to grass takes far to long.	10/20/2016 1:14 PM
8	Getting in seems quite quick but there are too many barriers. Getting out seems to drag on for too long.	10/20/2016 11:21 AM
9	Previously mentioned about the re-turfing.	10/20/2016 11:03 AM

Q14 Would you like to comment on another event?

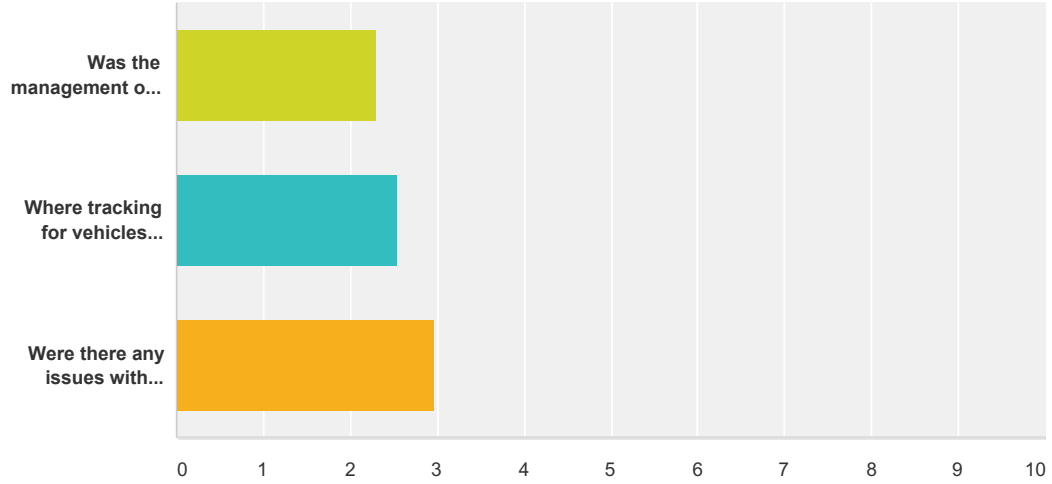
Answered: 16 Skipped: 183



Answer Choices	Responses	
Yes	56.25%	9
No	43.75%	7
Total		16

Q15 Princes Street Gardens, Christmas Festival 2015-16 Before, during and after the event:

Answered: 28 Skipped: 171

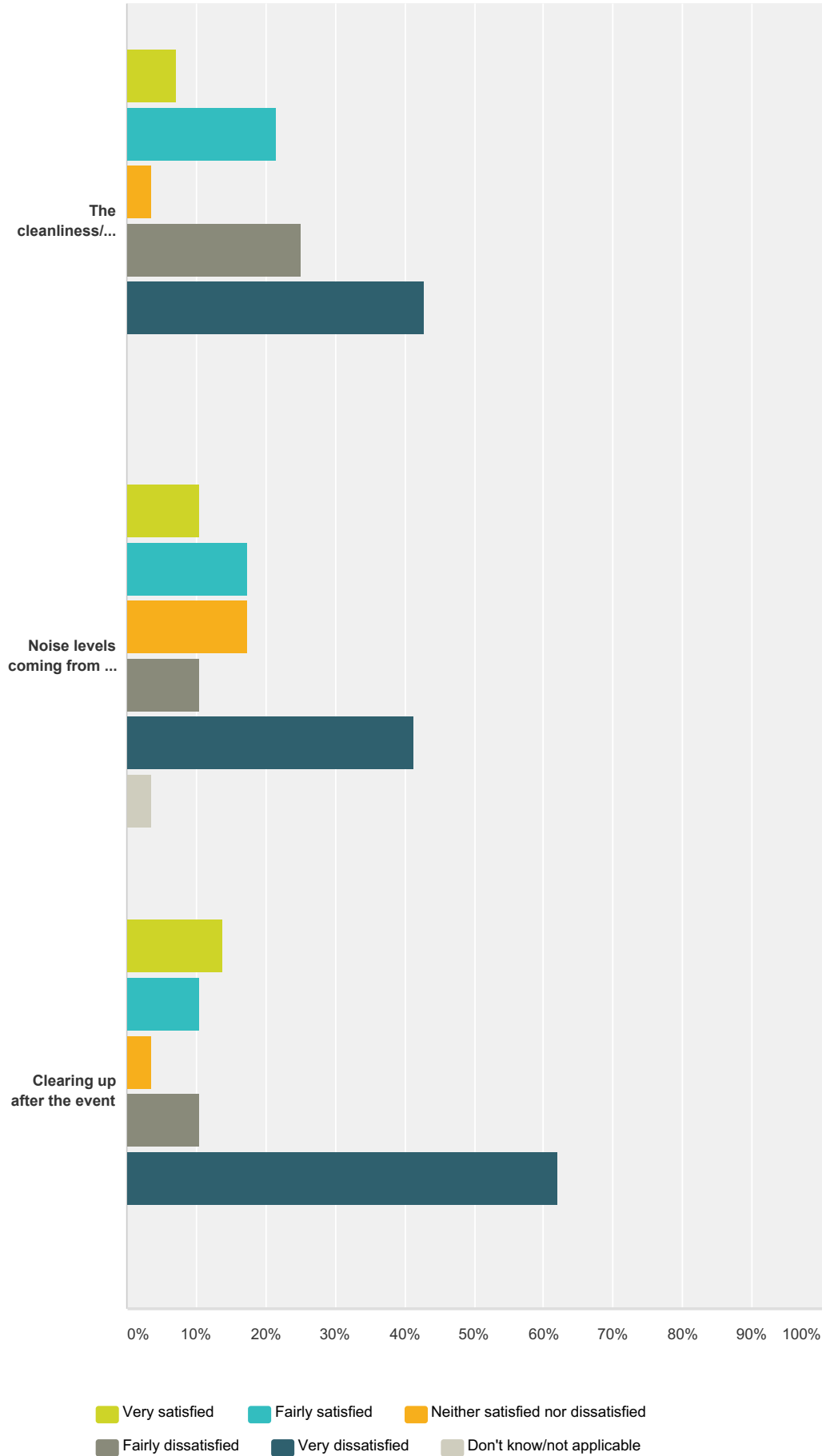


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	28.57% 8	14.29% 4	57.14% 16	28	2.29
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	10.71% 3	25.00% 7	64.29% 18	28	2.54
Were there any issues with deliveries for the event?	0.00% 0	3.57% 1	96.43% 27	28	2.96

**Q16 How satisfied or dissatisfied were you
with:**

Answered: 29 Skipped: 170

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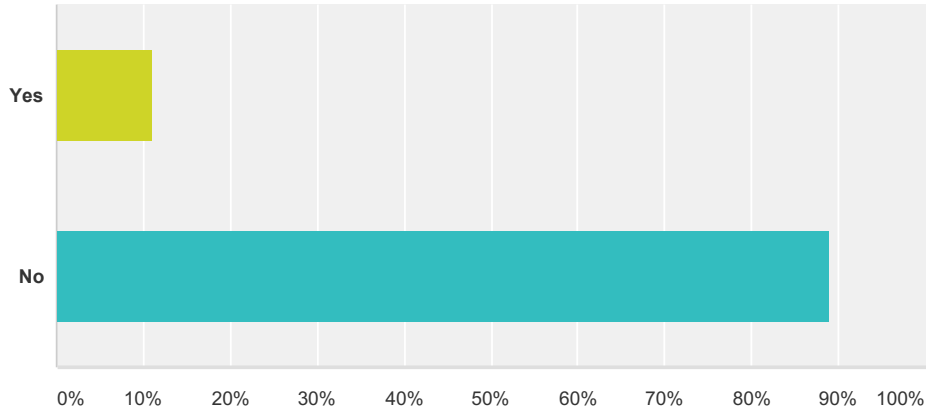


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	7.14% 2	21.43% 6	3.57% 1	25.00% 7	42.86% 12	0.00% 0	28
Noise levels coming from the event	10.34% 3	17.24% 5	17.24% 5	10.34% 3	41.38% 12	3.45% 1	29
Clearing up after the event	13.79% 4	10.34% 3	3.45% 1	10.34% 3	62.07% 18	0.00% 0	29

Q17 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

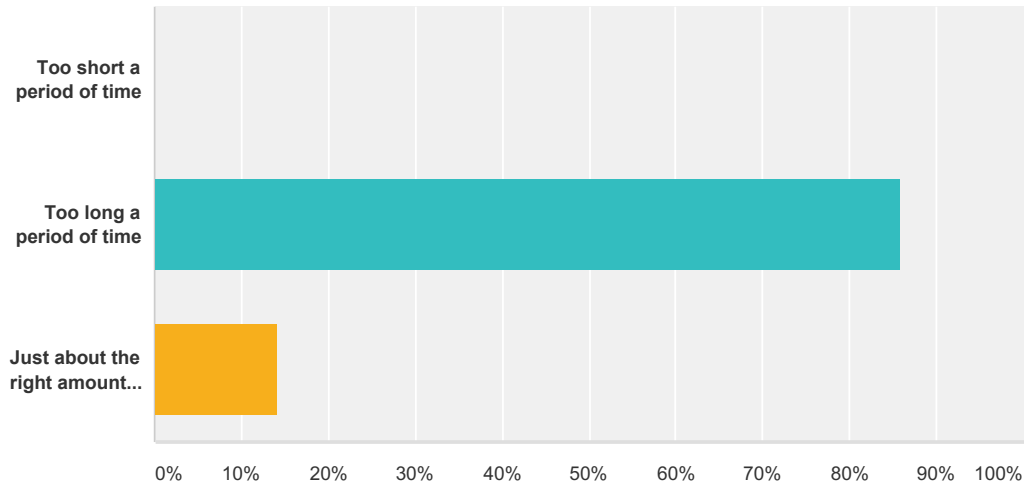
Answered: 27 Skipped: 172



Answer Choices	Responses	
Yes	11.11%	3
No	88.89%	24
Total		27

Q18 Do you feel the event was on site for:

Answered: 28 Skipped: 171



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	85.71% 24
Just about the right amount of time	14.29% 4
Total	28

Q19 Do you have any other comments on the event?

Answered: 22 Skipped: 177

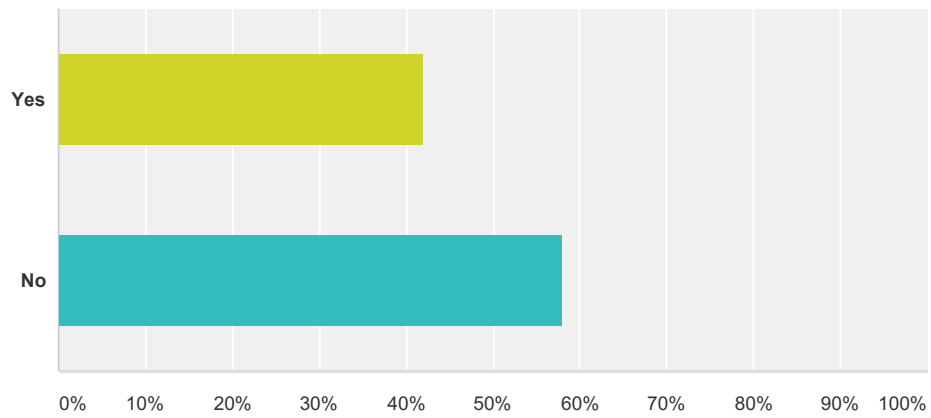
#	Responses	Date
1	Restoration of the site as an amenity for Edinburgh citizens is far, far too slow. So slow that it even impinges on the Spring/early Summer tourist season - leaving East Princes St gardens unusable and ugly. More protection for grass and much earlier re turfing (our winters are not so harsh/long not to) would help. The same, in fact more so, applies to St Andrew's Sq. gardens.	11/15/2016 11:20 PM
2	The re-instatement of grass took far too long, leaving the place like a quagmire. There was all sorts of debris jetisoned by the stalls behind them, but in full view of Princes St. The combined smell of fast food and deisel generators was nauseous. Waste bins and the grit bin (used as a waste bin) by the bus stop not emptied frequently enough.	11/15/2016 11:01 PM
3	The only issue I have is that Edinburgh is not returned to normal when the event has finished. i.e. the turf in both St Andrew Sq and Princes St Gardens.	11/15/2016 5:41 PM
4	The taking over of the gardens and other areas, such as the top of Waverley Mall and all of St. Andrew's Square, is becoming ridiculous. The Christmas market is full of repeated stalls selling tat and there is no crowd management. In addition, I resent our public spaces being put to commercial use for pretty much half the year, including the summer fair. The Gardens should be a place for peaceful relaxation and are a great asset to the city centre. The constant and continual expansion is tawdry and unwelcome. When the market first began it was just right and the Gardens were able to recover. Now, the grass and plants are destroyed, spoiling enjoyment of the Gardens for much of the year. Shame on ECC for such exploitation.	11/15/2016 4:47 PM
5	There must be a more appropriate site for this event. Locals feel driven away from the city centre as the event is primarily geared for visitors. The state of the site after the event is an eyesore for months.	11/15/2016 4:07 PM
6	The festivals are gradually encroaching on Princes Street gardens, a very nice public space, for longer and longer periods within the year. It is horrible in January when it is cleared up and it is like a mudpool for 3 months until grass is laid in the spring... not a good advert for Edinburgh at all.	11/10/2016 12:50 PM
7	The park is increasingly being used for commercial purpose, rather than for the relaxation of residents and visitors. Interestingly, and this applies to other events as well, you only give the dates the events are on, and not the amount of days the park, our parts of the park, cannot be accessed by members of the public, due to construction, deconstruction, and replacing grass. The park's purpose as a public amenity is being continually eroded.	11/7/2016 10:14 AM
8	Cheap, nasty, classless, tasteless. Unoriginal, uninspiring, depressing.	11/1/2016 12:00 AM
9	A lovely event especially for all our visitors	10/25/2016 4:06 PM
10	The park is in a horrible state for far too long after the event. It ruins the space for the residents of Edinburgh to enjoy for months after xmas	10/24/2016 9:20 PM
11	Ruins the gardens for a long time afterwards. Grass difficult to establish. Whole event needs scaled back.	10/24/2016 7:00 PM
12	The event has a fixed timescale which is understandable, but it is the time taken to return the site fully to public use that requires review	10/24/2016 5:12 PM
13	I am a tax paying citizen living in the city centre and this is mostly an alien culture and I see only disbenefit to me PS why does your questionnaire operate in US English and not British English?	10/24/2016 3:39 PM
14	Pronces Street gardens becomes ever more a commercialised place rather than a green space for everyone's benefit at the heart of our city. I object STRONGLY to the frequency, the length of time and the size of the events in a public park.	10/24/2016 3:33 PM
15	Event resulted in excessive congestion of pedestrian routes. It left the gardens in a poor condition. I don't see how encouraging people to drink wine and eat sausages fits in with the council's public health policy.	10/21/2016 12:07 PM
16	The use of Princes St Gardens for the Christmas festival used to be fun and interesting for local people, but in the last few years it has turned into a really down-market event and is really disappointing. There needs to be better quality stalls, there needs to be a better plan for allowing access to the site - it's a horrible crush when its busy. It closes too early in the evening, it should be open later into the evening. And I have said that it is on for too long a period of time because it sets up in November which is too early.	10/20/2016 5:51 PM
17	not appropriate in this location. The gardens should be retained as a beautiful space	10/20/2016 3:10 PM

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18	This is a park, and it should not be used in this manner. Further, the park is out of use for far longer than the dates of the event. From 12 November to May this park, and St Andrews Square, are ruined for public use. In the depth of winter when all is grey we want to see green parks, but we either see a lowest common denominator commercial bonanza (that has nothing to do with Christmas or Scotland) or we see bare earth and dereliction.	10/20/2016 1:28 PM
19	The site is occupied for Christmas and New Year for too long. It is left in a terrible state and takes far too long to reinstate.	10/20/2016 1:13 PM
20	Reinstatement of the site takes too long. It should take one month maximum and if they can't it should not happen.	10/20/2016 11:19 AM
21	The content of the stalls and market is repetitive and doesn't seem as authentic as it was when introduced to this area some years ago. I feel it could be scaled down. It is too small an area to cater for this type of event meaning it is crowded. The paths in the gardens act as a thoroughfare and byway for residents who wish to avoid Princes Street pavements which are always busy and made more difficult to navigate with all the bus stops and shelters.	10/20/2016 11:09 AM
22	The cost in replacing the grass, does the vendor contribute to the re-turfing after all these events in Princes Street Gardens, and St Andrews Sq?	10/20/2016 10:57 AM

Q20 Would you like to comment on another event?

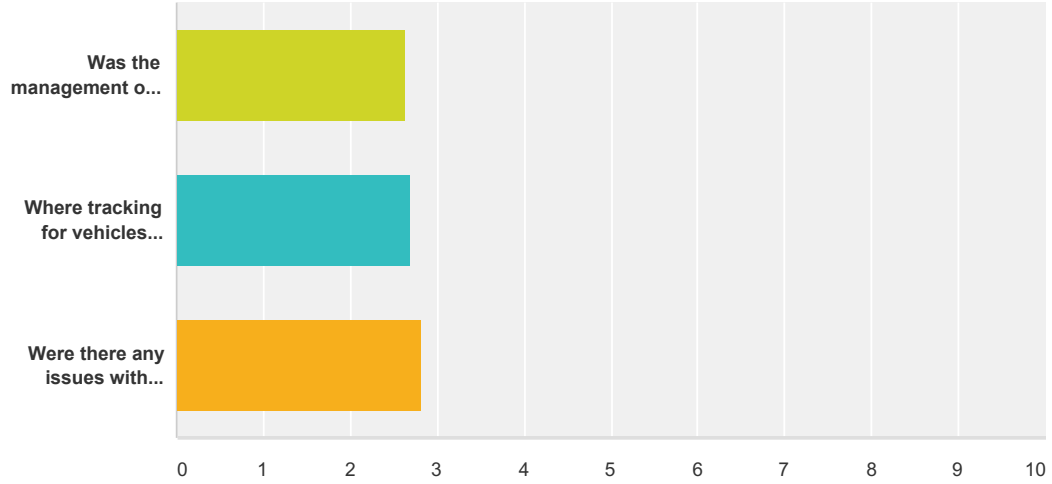
Answered: 31 Skipped: 168



Answer Choices	Responses	
Yes	41.94%	13
No	58.06%	18
Total		31

Q21 Princes Street Gardens, Summer Festival Wheel 2016 Before, during and after the event:

Answered: 11 Skipped: 188

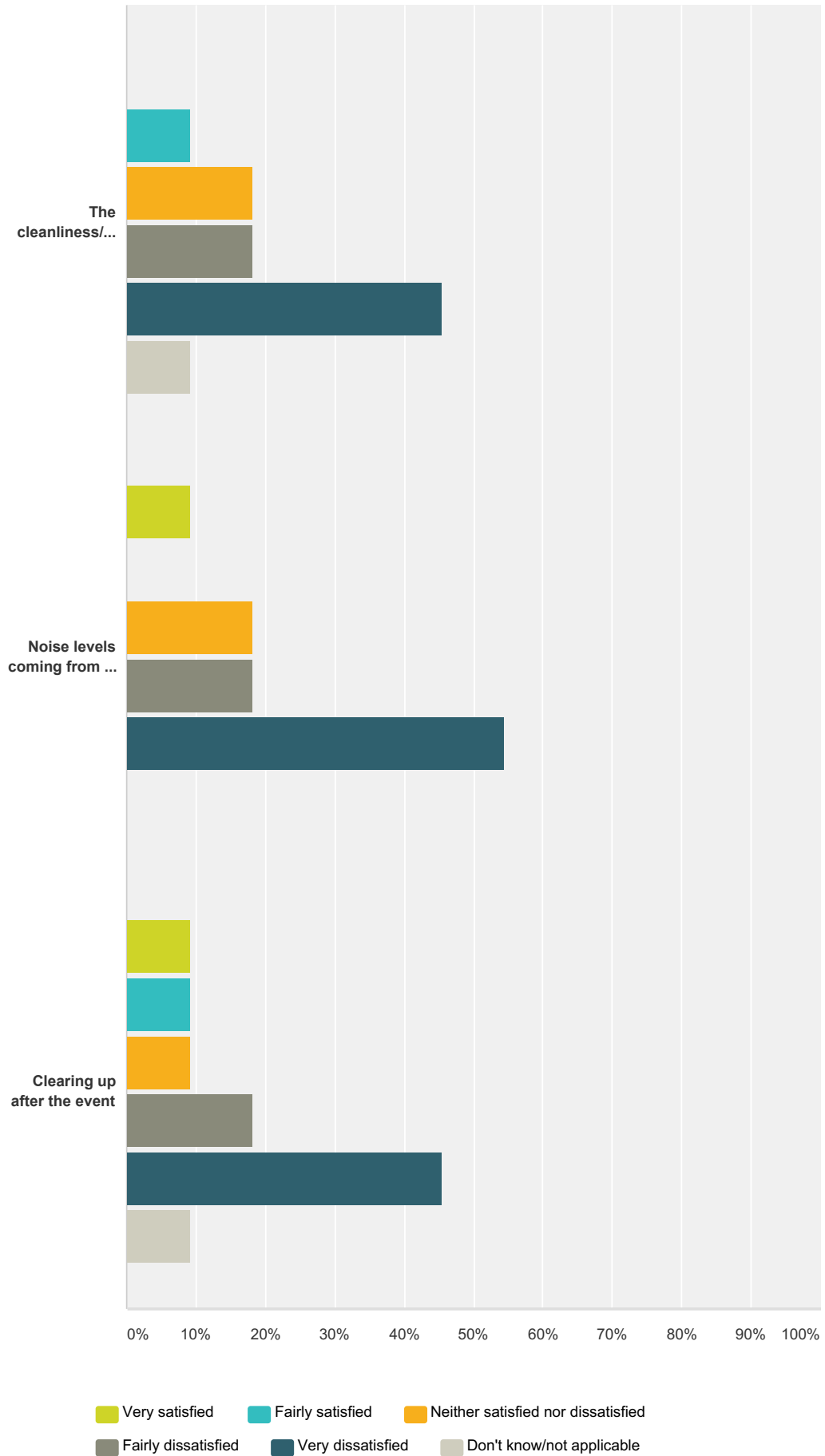


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	9.09% 1	18.18% 2	72.73% 8	11	2.64
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	0.00% 0	30.00% 3	70.00% 7	10	2.70
Were there any issues with deliveries for the event?	9.09% 1	0.00% 0	90.91% 10	11	2.82

**Q22 How satisfied or dissatisfied were you
with:**

Answered: 11 Skipped: 188

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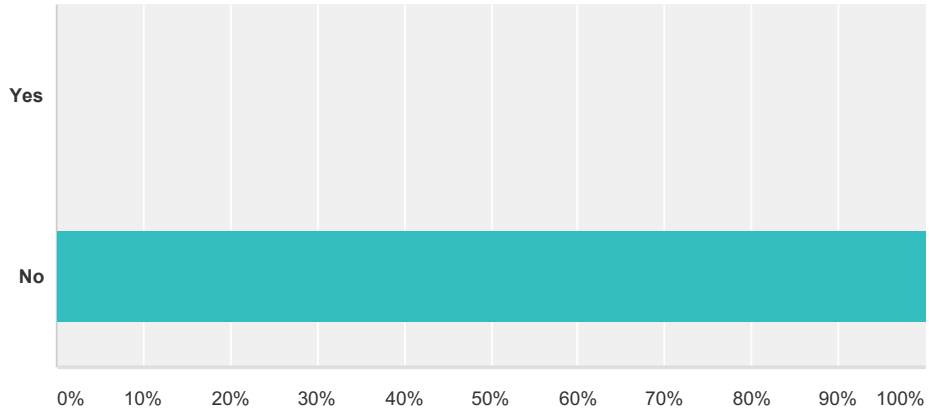


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	0.00% 0	9.09% 1	18.18% 2	18.18% 2	45.45% 5	9.09% 1	11
Noise levels coming from the event	9.09% 1	0.00% 0	18.18% 2	18.18% 2	54.55% 6	0.00% 0	11
Clearing up after the event	9.09% 1	9.09% 1	9.09% 1	18.18% 2	45.45% 5	9.09% 1	11

Q23 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

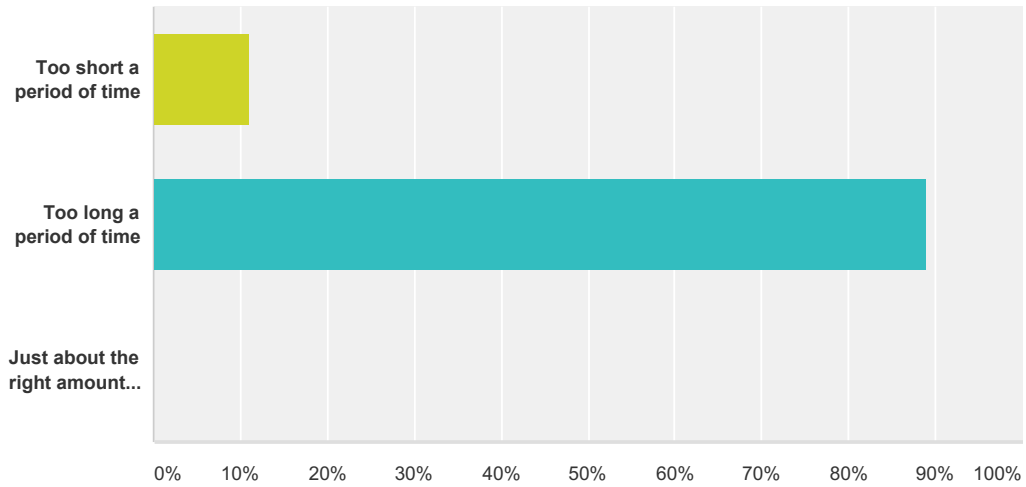
Answered: 10 Skipped: 189



Answer Choices	Responses
Yes	0.00% 0
No	100.00% 10
Total	10

Q24 Do you feel the event was on site for:

Answered: 9 Skipped: 190



Answer Choices	Responses
Too short a period of time	11.11% 1
Too long a period of time	88.89% 8
Just about the right amount of time	0.00% 0
Total	9

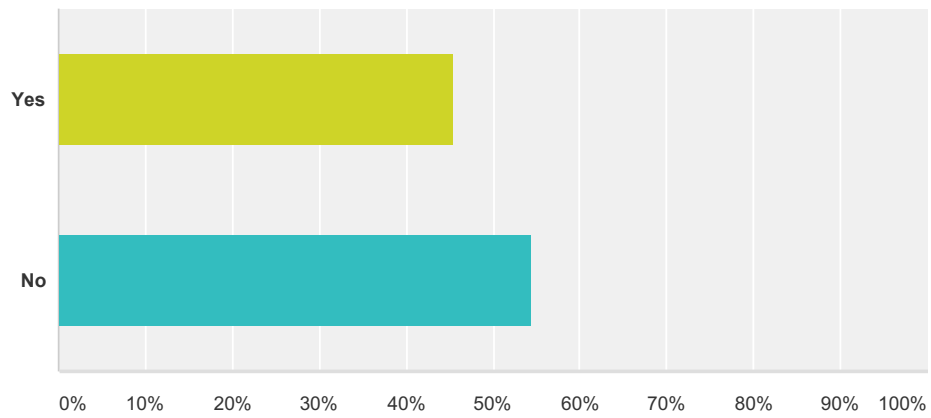
Q25 Do you have any other comments on the event?

Answered: 7 Skipped: 192

#	Responses	Date
1	This event makes Edinburgh into a fun fair and blemishes the beauty of the New Town.	11/18/2016 2:52 PM
2	The re-instatement of grass took far too long, leaving the place like a quagmire. no excuse for this as the weather was suitable for grassing. There was all sorts of debris jetisoned by the stalls behind them, but in full view of Princes St. The combined smell of fast food and deisel generators was nauseous. Waste bins and the grit bin (used as a waste bin) by the bus stop not emptied frequently enough.	11/15/2016 11:03 PM
3	Why? Is a wheel to become a permanent feature on Princes Street? There must be a more suitable site elsewhere? The Waterfront, Portobello..... just about anywhere but here!	11/15/2016 4:09 PM
4	What exactly was this for? This is the same area used at Christmas, therefore reducing the use by the general public below what I would consider acceptable.	10/24/2016 5:15 PM
5	Not an appropriate location for the event the gardens should be retained as beautiful gardens for people to enjoy. Big wheel out of scle for the gardens	10/20/2016 3:12 PM
6	The Edinburgh Festival is a world famous arts festival. Why do we allow a ferris wheel to detract from the magnificent natural environment and famous vistas? This adds nothing to the event. Acceptable for Christmas market but not in the summer along with the numerous tacky stalls crammed in wherever there is a space (eg. roof of Waverley Mall, St Andrew Square etc). Clearly ECC put commercial interests come before everything else.	10/20/2016 10:58 AM
7	Very unsightly and does not add to Edinburgh's tourist offer but cheapens the look of the city. The days are long in summer so it is highly visible unlike the winter one when the days are short so the sight of it is less unsightly.	10/20/2016 9:53 AM

Q26 Would you like to comment on another event?

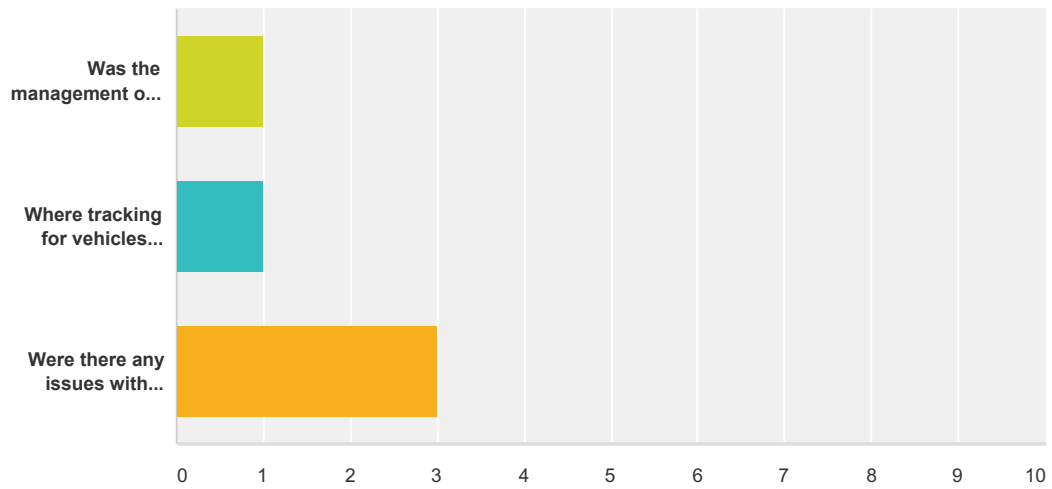
Answered: 11 Skipped: 188



Answer Choices	Responses	
Yes	45.45%	5
No	54.55%	6
Total		11

Q27 Leith Links - Leith Fun Fair 2016 Before, during and after the event:

Answered: 3 Skipped: 196

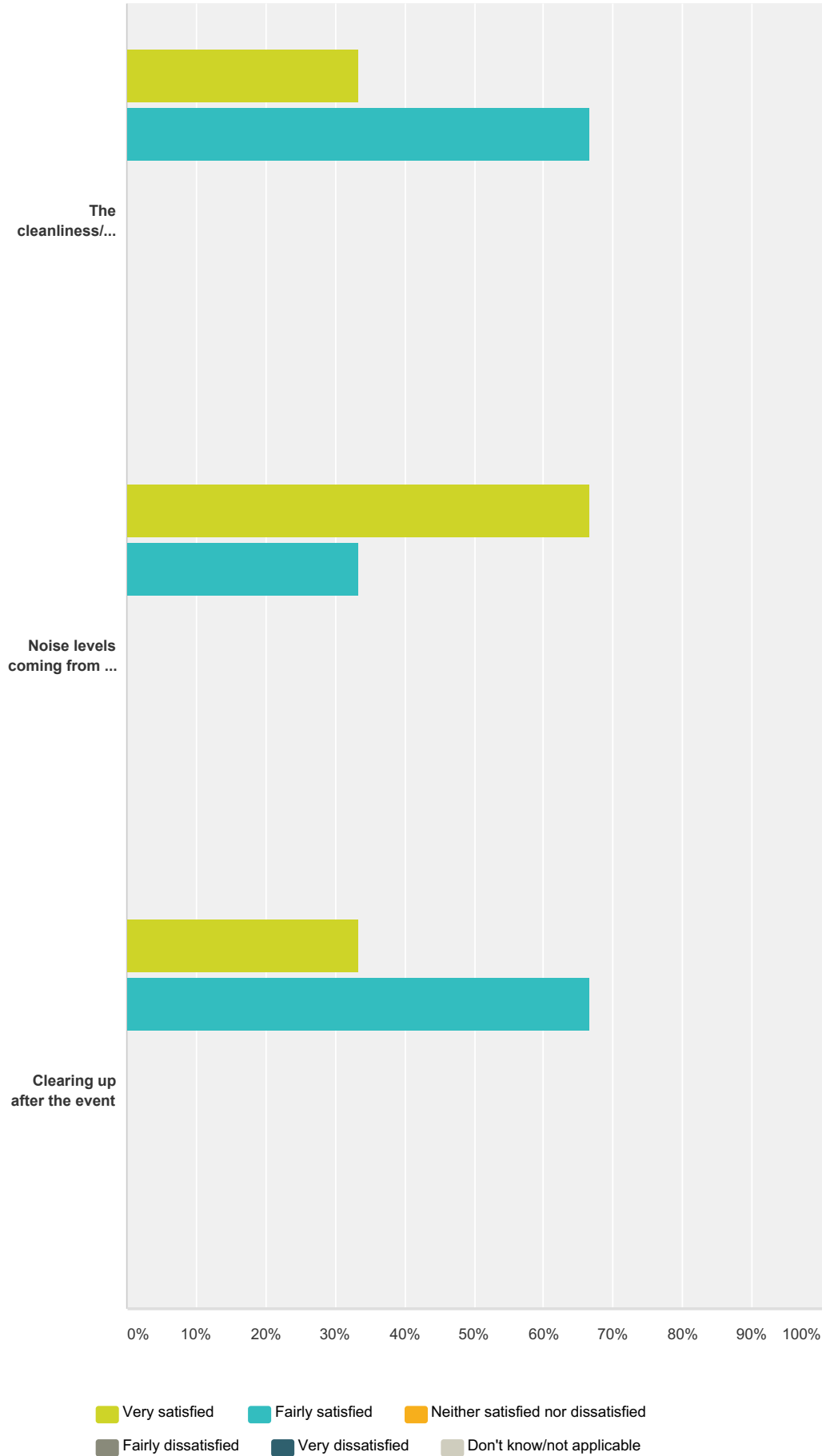


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	100.00% 3	0.00% 0	0.00% 0	3	1.00
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	100.00% 3	0.00% 0	0.00% 0	3	1.00
Were there any issues with deliveries for the event?	0.00% 0	0.00% 0	100.00% 3	3	3.00

**Q28 How satisfied or dissatisfied were you
with:**

Answered: 3 Skipped: 196

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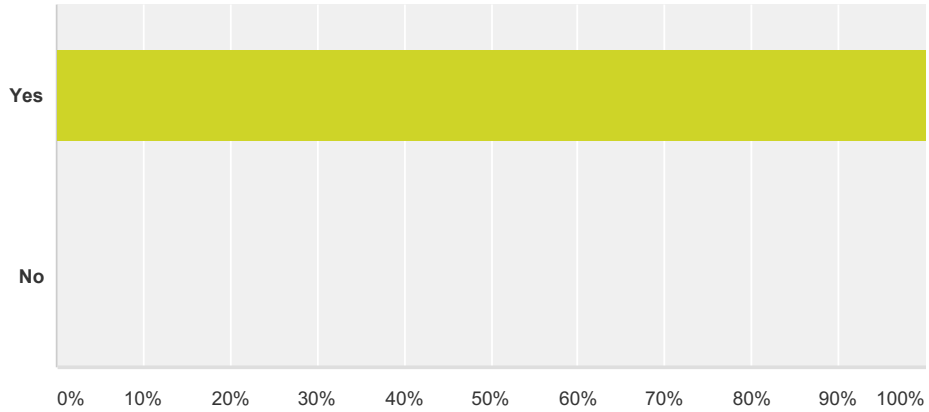


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3
Noise levels coming from the event	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3
Clearing up after the event	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3

Q29 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

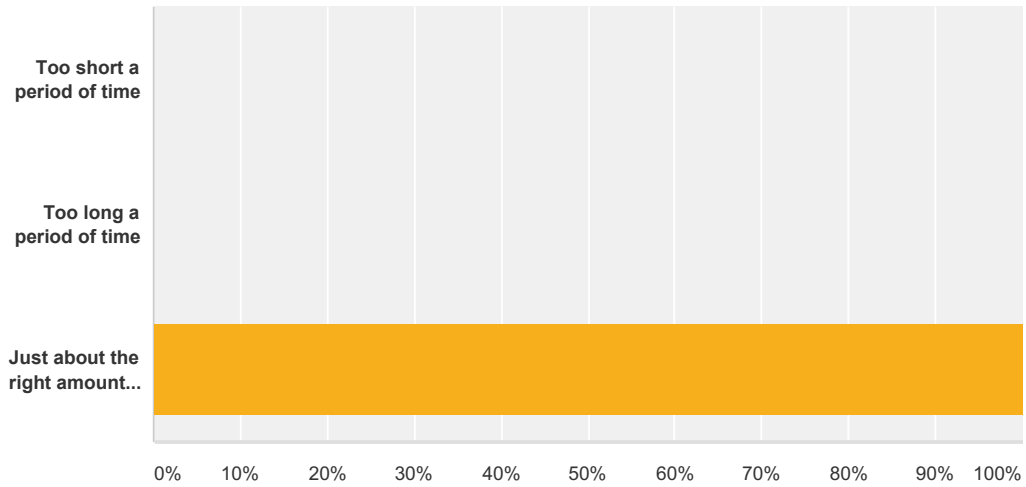
Answered: 3 Skipped: 196



Answer Choices	Responses
Yes	100.00% 3
No	0.00% 0
Total	3

Q30 Do you feel the event was on site for:

Answered: 3 Skipped: 196



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	0.00% 0
Just about the right amount of time	100.00% 3
Total	3

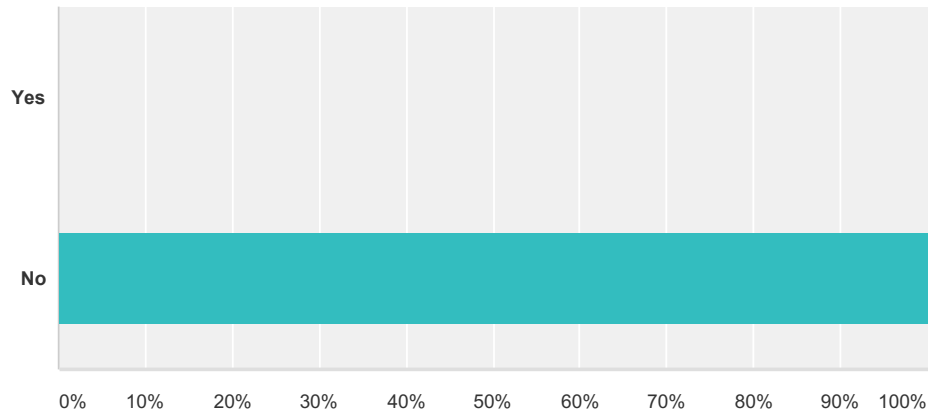
Q31 Do you have any other comments on the event?

Answered: 2 Skipped: 197

#	Responses	Date
1	Living near this event one might be worried about noise levels, but they always finished at a reasonable time. Kept quite clean.	11/8/2016 12:12 PM
2	TAYLOR'S FUNFAIR ARE IN LEITH AREA DURING THE LEITH FESTIVAL GALA DAY EVENT EACH YEAR, ON A THURSDAY AFTERNOON THE FUNFAIR OWNER OPENS EXCLUSIVELY FOR THE USE OF THE CHILDREN FROM THE LOCAL SCHOOLS FOR CHILDREN WITH SPECIAL NEEDS, AND PROVIDES JUICE AND SOME SWEETS FOR THE KIDS. MOST GENEROUS !!!!!	10/19/2016 9:23 PM

Q32 Would you like to comment on another event?

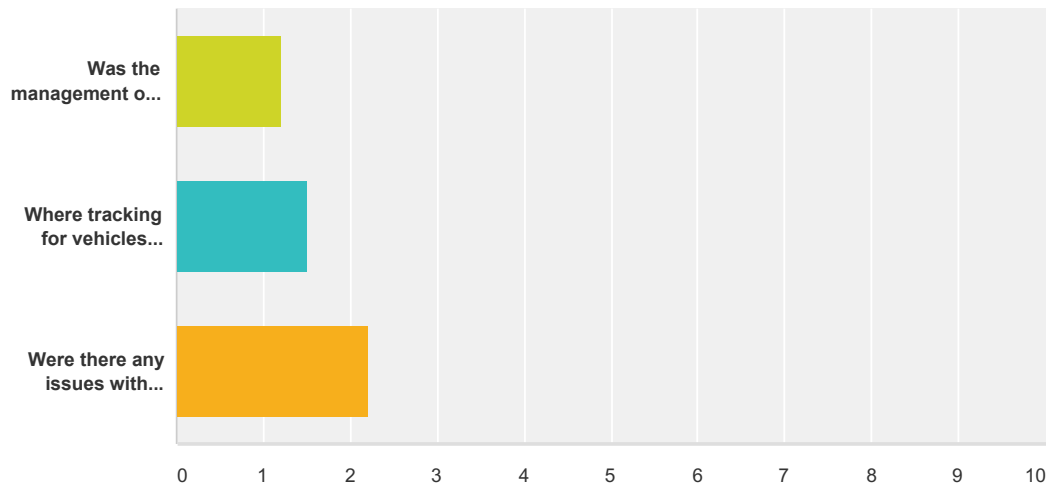
Answered: 3 Skipped: 196



Answer Choices	Responses
Yes	0.00% 0
No	100.00% 3
Total	3

Q33 Leith Links - Leith Festival Gala Day 2016 Before, during and after the event:

Answered: 9 Skipped: 190

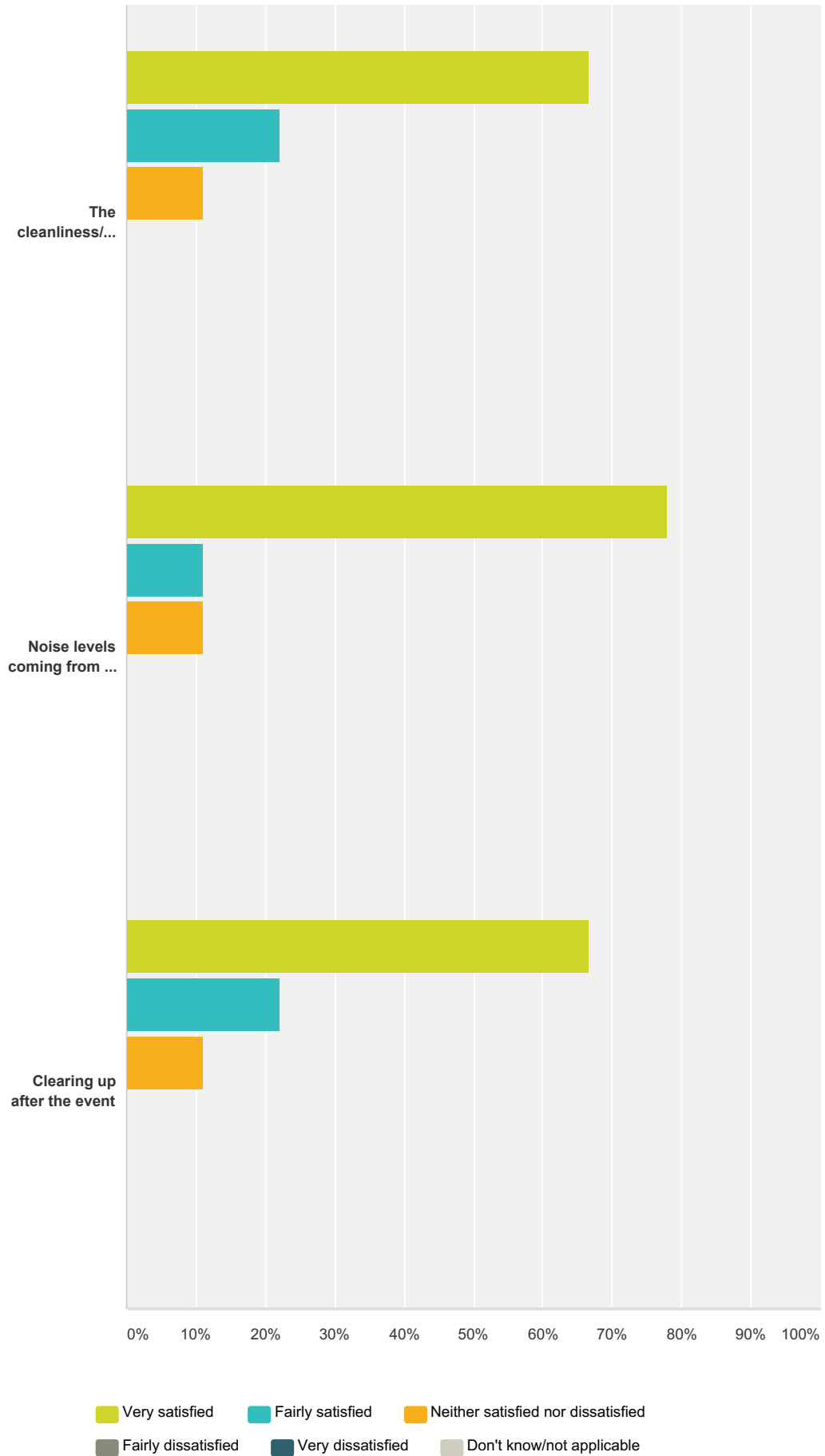


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	88.89% 8	0.00% 0	11.11% 1	9	1.22
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	75.00% 6	0.00% 0	25.00% 2	8	1.50
Were there any issues with deliveries for the event?	0.00% 0	77.78% 7	22.22% 2	9	2.22

**Q34 How satisfied or dissatisfied were you
with:**

Answered: 9 Skipped: 190

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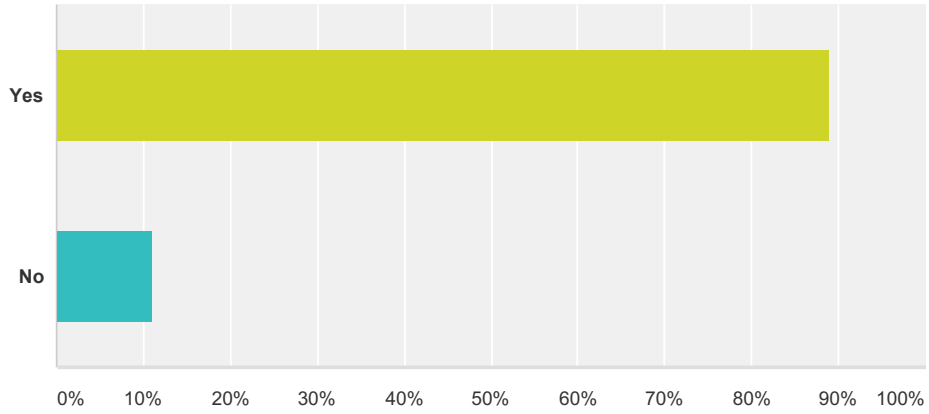


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	66.67% 6	22.22% 2	11.11% 1	0.00% 0	0.00% 0	0.00% 0	9
Noise levels coming from the event	77.78% 7	11.11% 1	11.11% 1	0.00% 0	0.00% 0	0.00% 0	9
Clearing up after the event	66.67% 6	22.22% 2	11.11% 1	0.00% 0	0.00% 0	0.00% 0	9

Q35 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

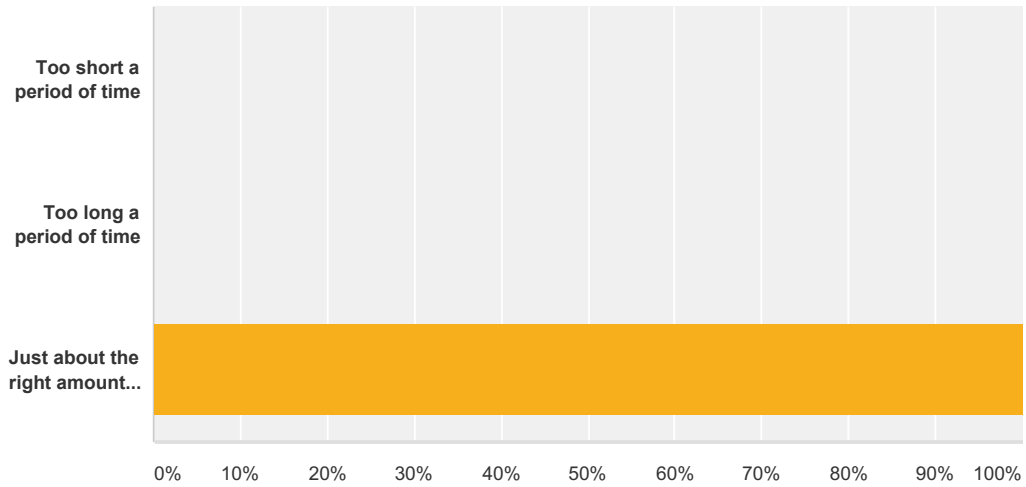
Answered: 9 Skipped: 190



Answer Choices	Responses	
Yes	88.89%	8
No	11.11%	1
Total		9

Q36 Do you feel the event was on site for:

Answered: 9 Skipped: 190



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	0.00% 0
Just about the right amount of time	100.00% 9
Total	9

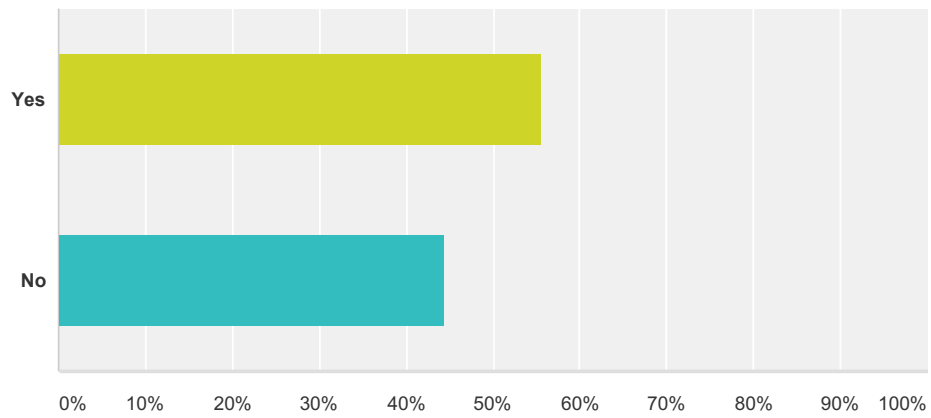
Q37 Do you have any other comments on the event?

Answered: 4 Skipped: 195

#	Responses	Date
1	er, didn't this event not take place?	11/8/2016 12:10 PM
2	This is traditional community-run event which needs to be supported	10/24/2016 4:37 PM
3	One of my favourite annual community events. Long may it continue!	10/21/2016 2:03 PM
4	LEITH FESTIVAL GALA DAY IS AN ANNUAL EVENT, ONE DAY IN EACH YEAR, ALL REQUIREMENTS LAID DOWN BY EPOG FOR AREA USED, TRAFFIC, ROADS, TOILETS, WASTE MANAGEMENT, FIRST AID, ARE ADHERED TO, GALA DAY IS A COMMUNITY EVENT INVOLVING LOCAL RESIDENTS, LOCAL CHURCHES, COUNCILLORS, TRADERS ETC.	10/19/2016 9:19 PM

Q38 Would you like to comment on another event?

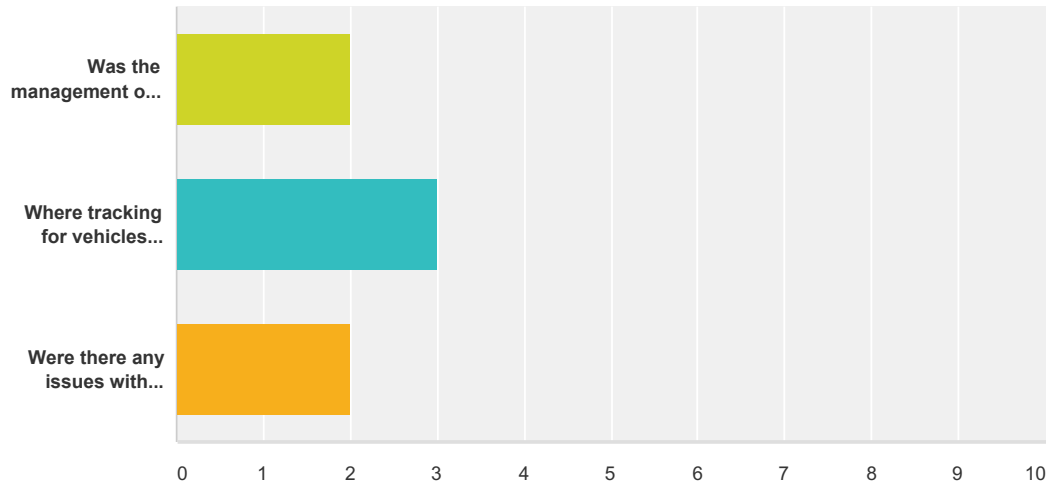
Answered: 9 Skipped: 190



Answer Choices	Responses	
Yes	55.56%	5
No	44.44%	4
Total		9

Q39 Calton Hill - Dusherra 2015 Before, during and after the event:

Answered: 1 Skipped: 198

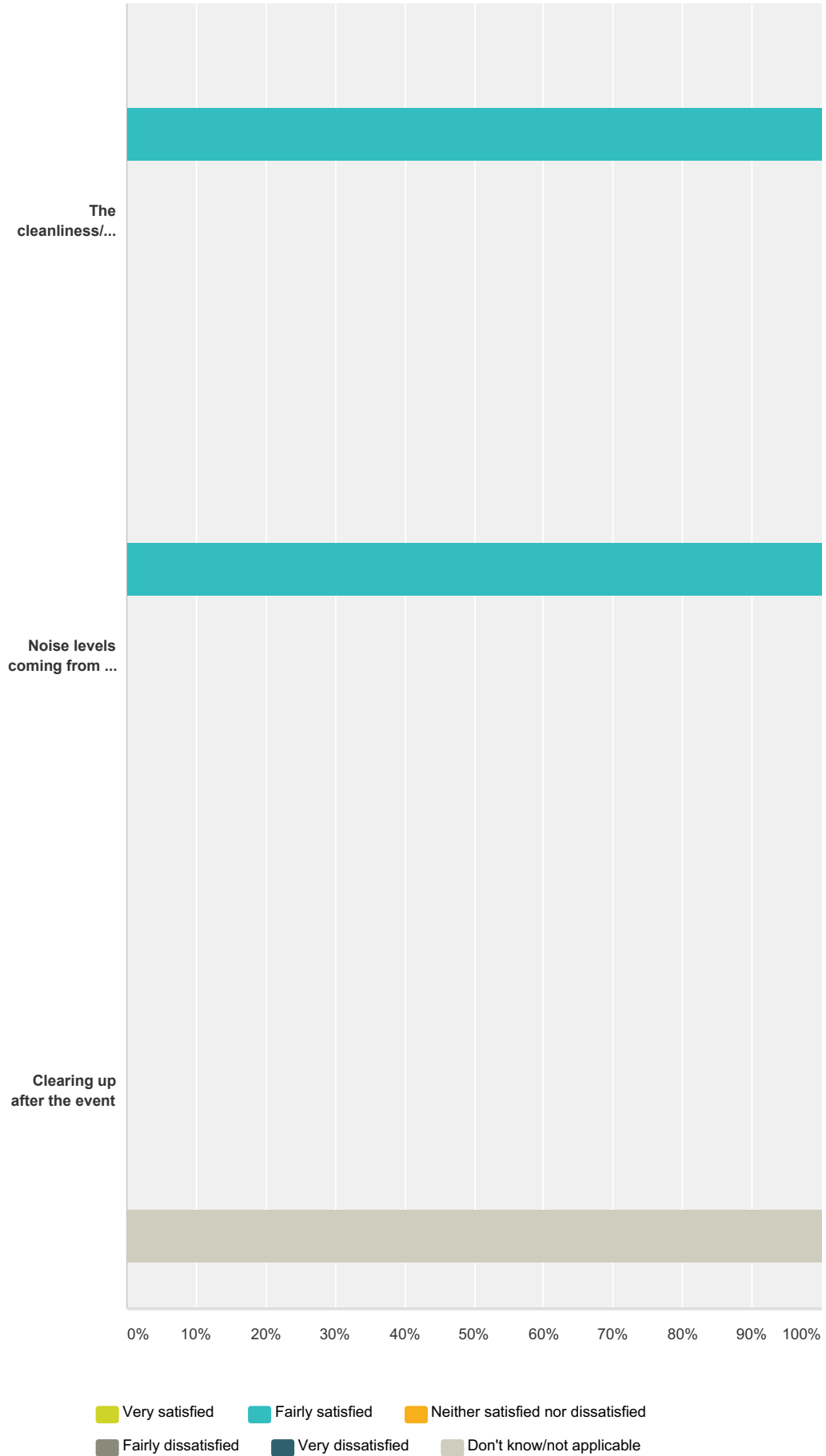


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	0.00% 0	100.00% 1	0.00% 0	1	2.00
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	0.00% 0	0.00% 0	100.00% 1	1	3.00
Were there any issues with deliveries for the event?	0.00% 0	100.00% 1	0.00% 0	1	2.00

**Q40 How satisfied or dissatisfied were you
with:**

Answered: 1 Skipped: 198

Parks Events Review 2015/16

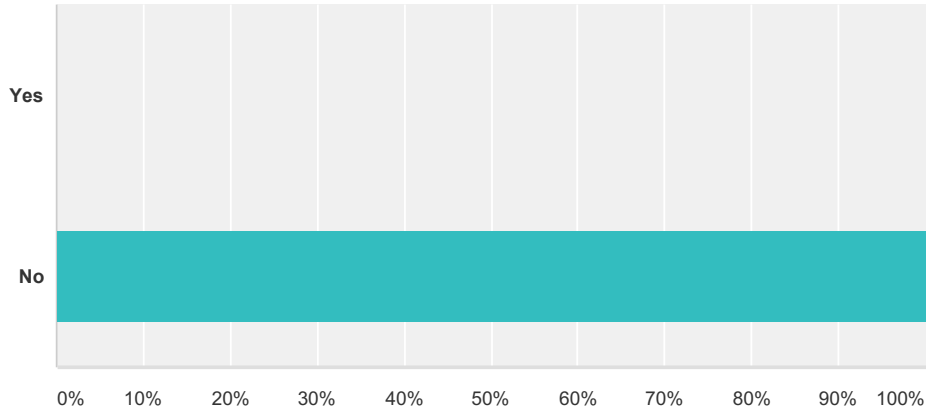


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Noise levels coming from the event	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Clearing up after the event	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1

Q41 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

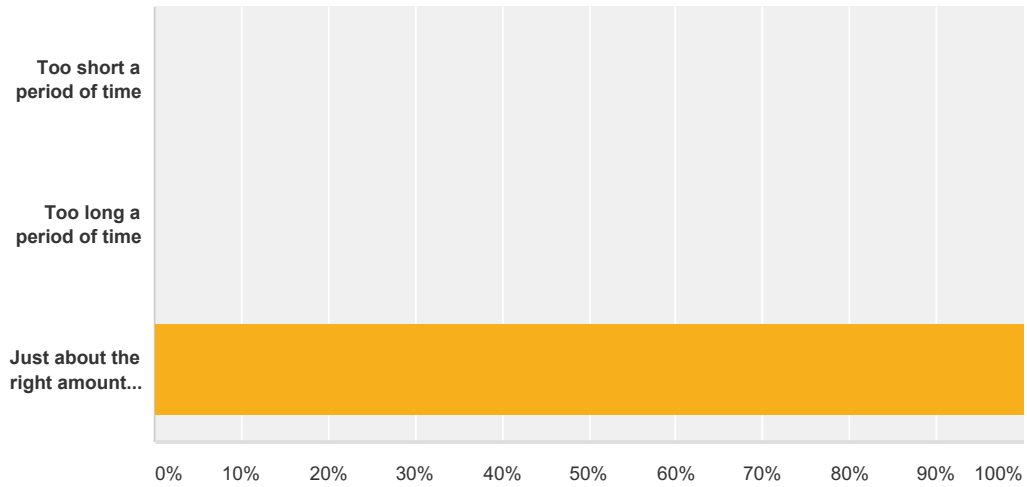
Answered: 1 Skipped: 198



Answer Choices	Responses
Yes	0.00% 0
No	100.00% 1
Total	1

Q42 Do you feel the event was on site for:

Answered: 1 Skipped: 198



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	0.00% 0
Just about the right amount of time	100.00% 1
Total	1

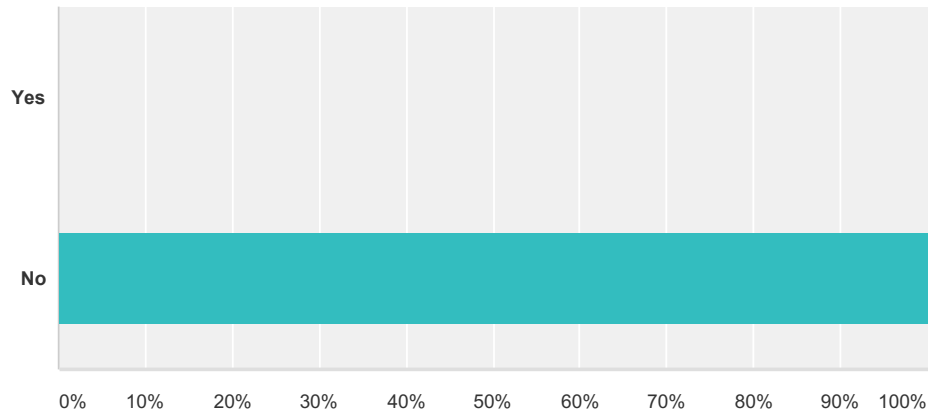
Q43 Do you have any other comments on the event?

Answered: 1 Skipped: 198

#	Responses	Date
1	Too many private cars, similar problem in 2016.	10/20/2016 11:24 AM

Q44 Would you like to comment on another event?

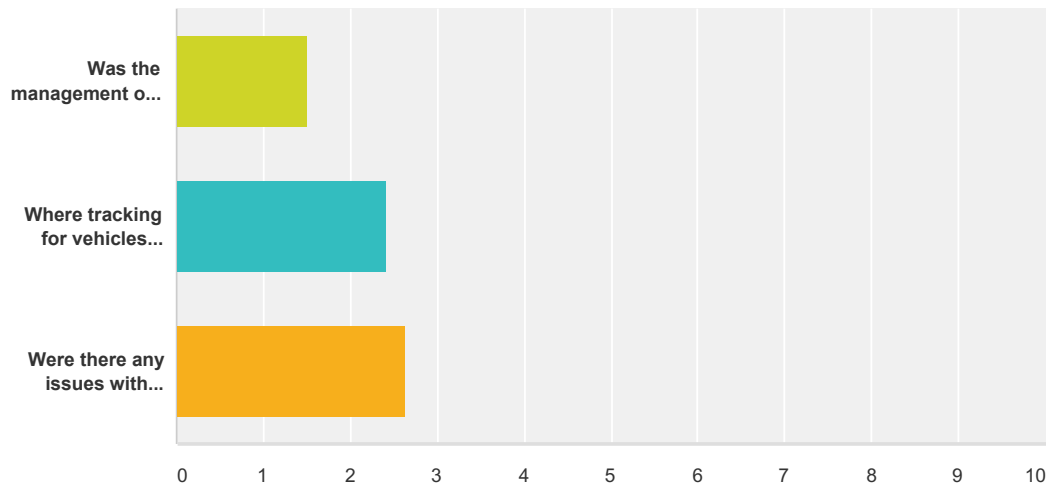
Answered: 1 Skipped: 198



Answer Choices	Responses
Yes	0.00% 0
No	100.00% 1
Total	1

Q45 Calton Hill, Beltane Fire Festival 2016 Before, during and after the event:

Answered: 8 Skipped: 191

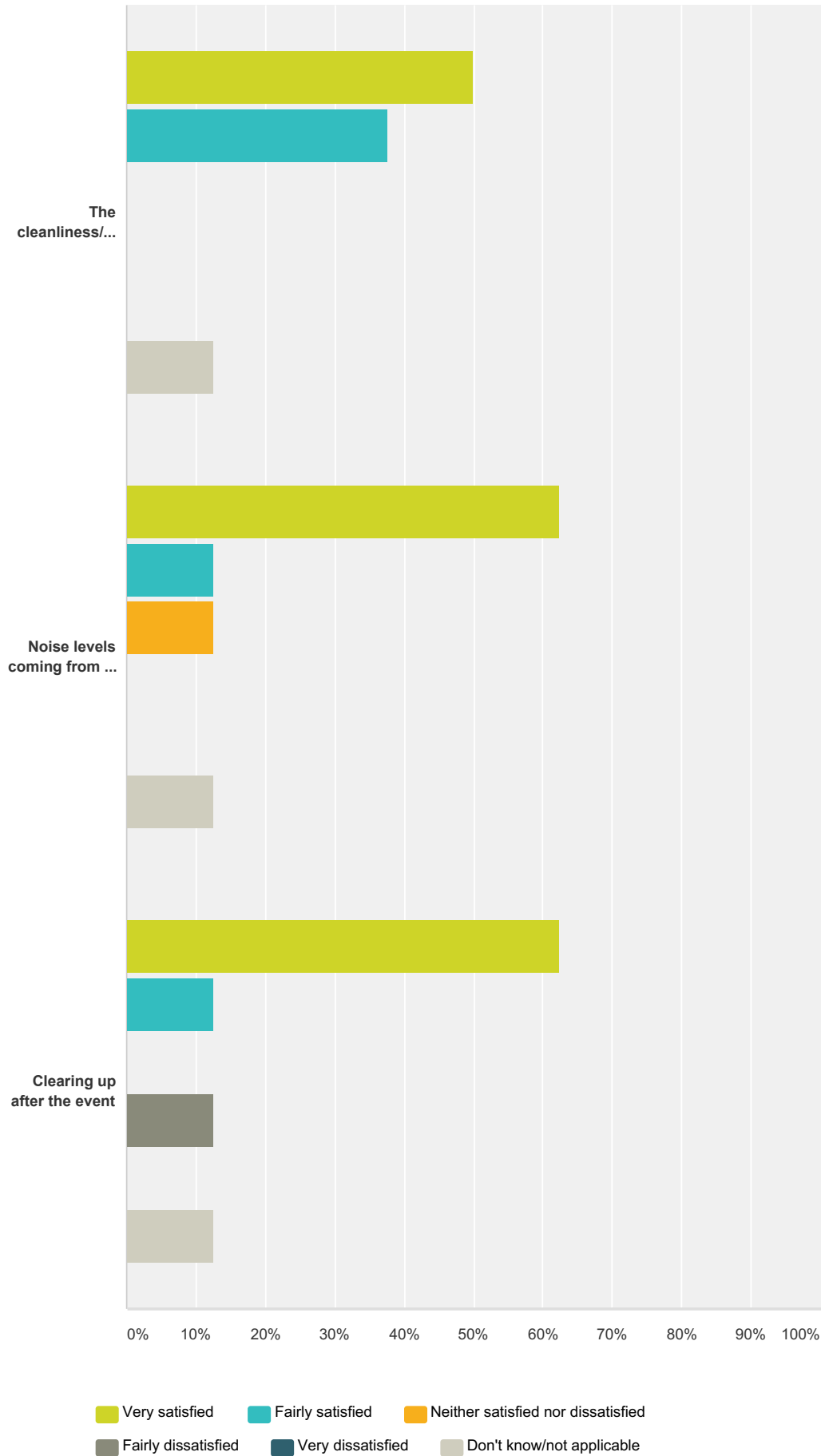


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	75.00% 6	0.00% 0	25.00% 2	8	1.50
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	28.57% 2	0.00% 0	71.43% 5	7	2.43
Were there any issues with deliveries for the event?	0.00% 0	37.50% 3	62.50% 5	8	2.63

**Q46 How satisfied or dissatisfied were you
with:**

Answered: 8 Skipped: 191

Parks Events Review 2015/16

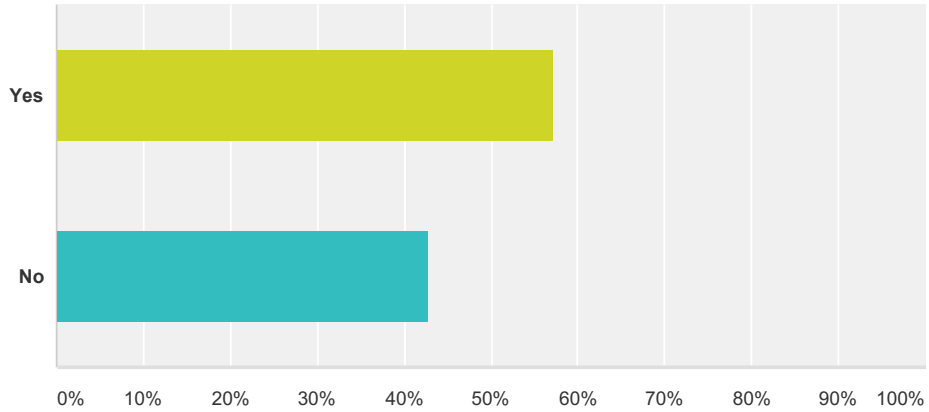


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	50.00% 4	37.50% 3	0.00% 0	0.00% 0	0.00% 0	12.50% 1	8
Noise levels coming from the event	62.50% 5	12.50% 1	12.50% 1	0.00% 0	0.00% 0	12.50% 1	8
Clearing up after the event	62.50% 5	12.50% 1	0.00% 0	12.50% 1	0.00% 0	12.50% 1	8

Q47 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

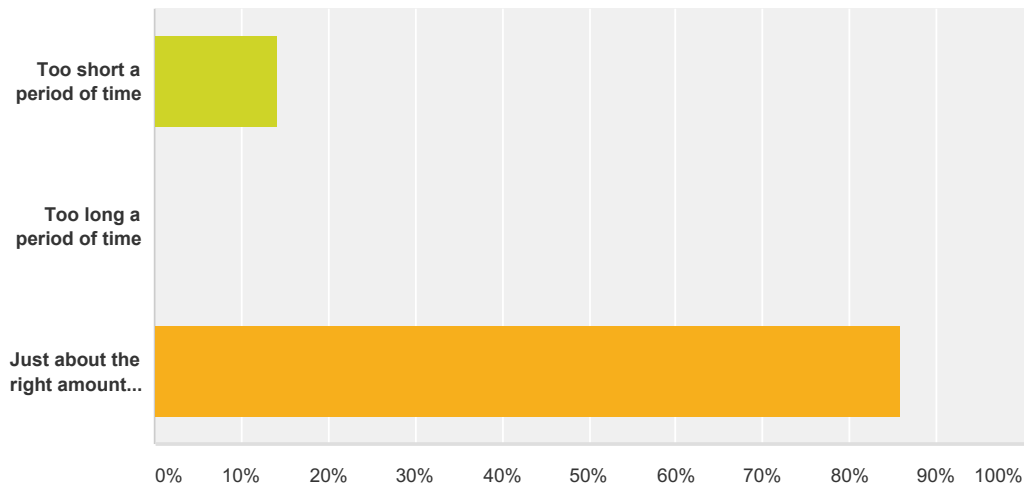
Answered: 7 Skipped: 192



Answer Choices	Responses	
Yes	57.14%	4
No	42.86%	3
Total		7

Q48 Do you feel the event was on site for:

Answered: 7 Skipped: 192



Answer Choices	Responses
Too short a period of time	14.29% 1
Too long a period of time	0.00% 0
Just about the right amount of time	85.71% 6
Total	7

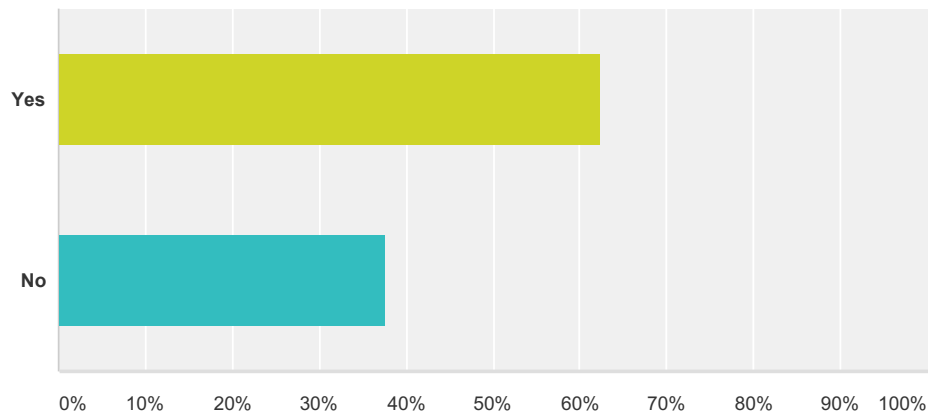
Q49 Do you have any other comments on the event?

Answered: 7 Skipped: 192

#	Responses	Date
1	A good use of the space, providing world-reknowned entertainment. Very well managed by staff and security and I'm impressed by the following day's clean-up.	11/8/2016 12:09 PM
2	This is an excellent use of public space, and should be supported to avoid commercialisation. It contrasts completely with the profiteering on the Meadows.	10/27/2016 12:37 PM
3	Brilliant! Keep it coming!	10/24/2016 4:39 PM
4	It was a great success. Long may it continue.	10/21/2016 2:00 PM
5	I find it rather daft that Beltane is forced to end early and people are made to leave the hill before the event is finished. There was no problem with the way Beltane used to be run, which was that people could stay on the hill as long as they still wanted to celebrate, and the clear up would happen after everyone left. I would strongly advocate going back to this previous way of holding the event.	10/20/2016 5:47 PM
6	There are far too many barriers.	10/20/2016 11:22 AM
7	It seemed very well organised, and the atmosphere was good-natured. No problems that I was aware of.	10/20/2016 10:39 AM

Q50 Would you like to comment on another event?

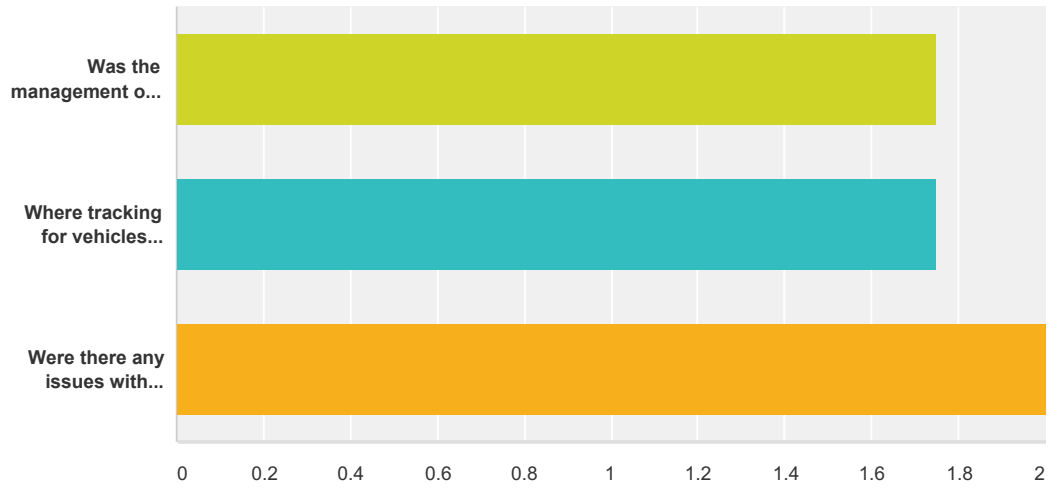
Answered: 8 Skipped: 191



Answer Choices	Responses
Yes	62.50% 5
No	37.50% 3
Total	8

Q51 Meadows - Gung Ho 2016 Before, during and after the event:

Answered: 4 Skipped: 195

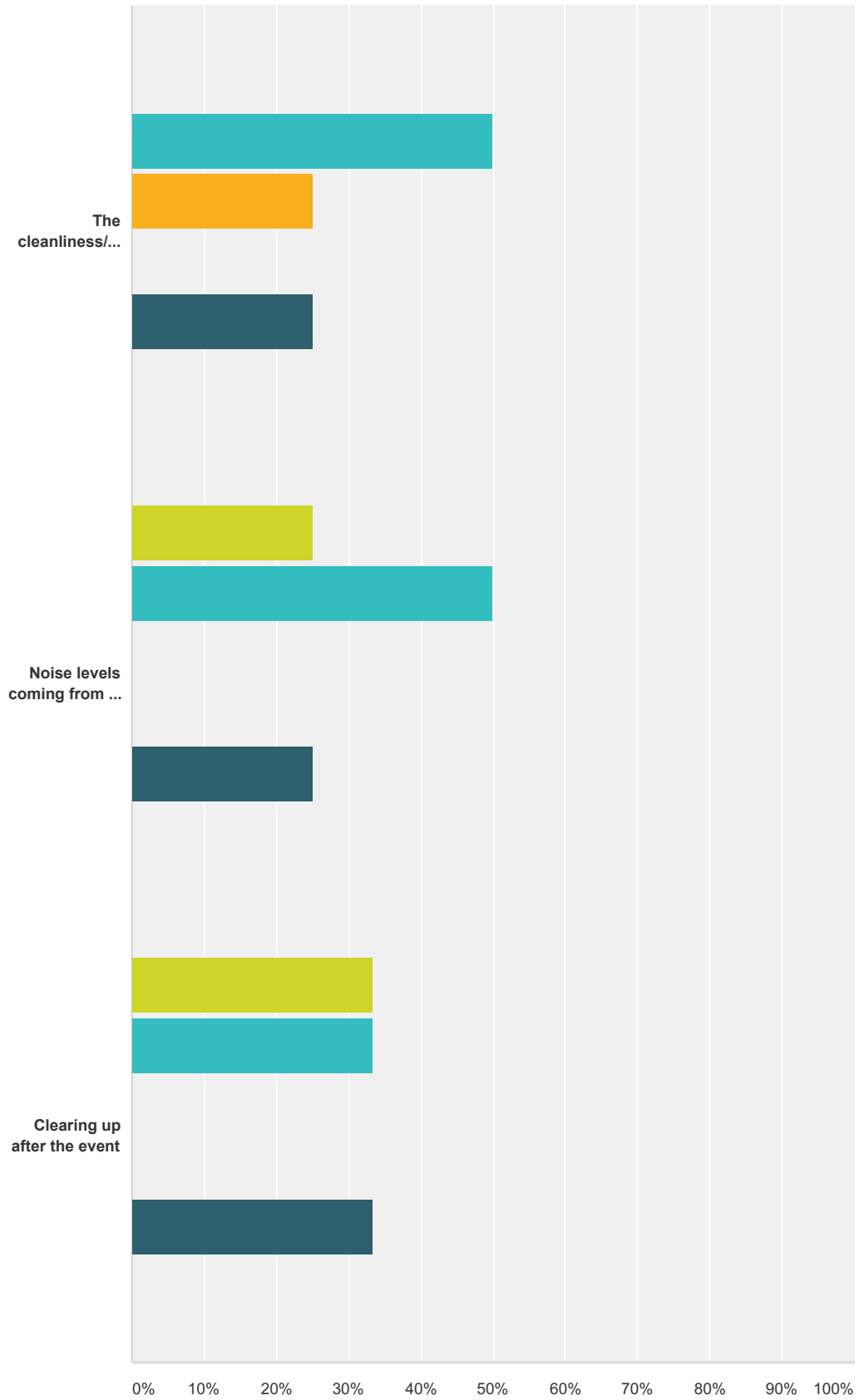


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	50.00% 2	25.00% 1	25.00% 1	4	1.75
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	50.00% 2	25.00% 1	25.00% 1	4	1.75
Were there any issues with deliveries for the event?	25.00% 1	50.00% 2	25.00% 1	4	2.00

**Q52 How satisfied or dissatisfied were you
with:**

Answered: 4 Skipped: 195

Parks Events Review 2015/16



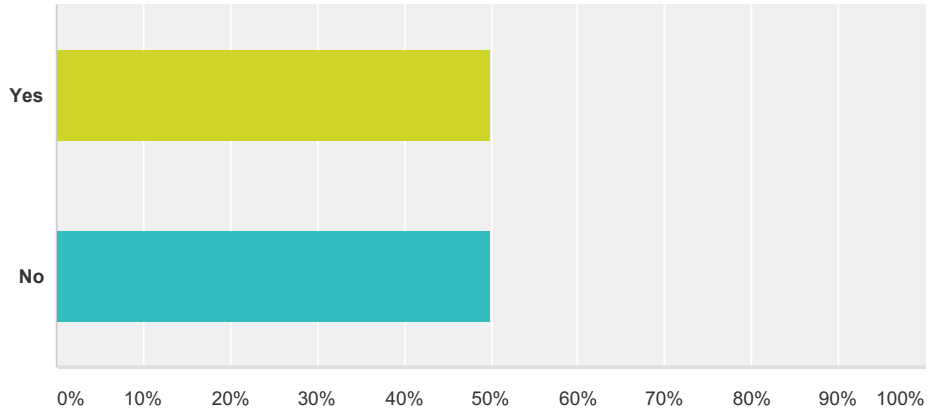
Very satisfied Fairly satisfied Neither satisfied nor dissatisfied
Fairly dissatisfied Very dissatisfied Don't know/not applicable

Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	0.00% 0	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	4
Noise levels coming from the event	25.00% 1	50.00% 2	0.00% 0	0.00% 0	25.00% 1	0.00% 0	4
Clearing up after the event	33.33% 1	33.33% 1	0.00% 0	0.00% 0	33.33% 1	0.00% 0	3

Q53 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

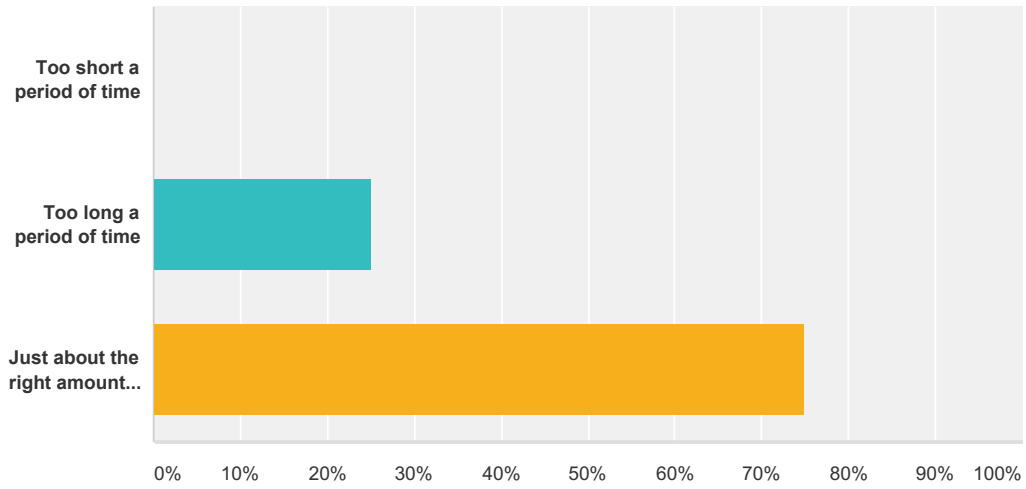
Answered: 4 Skipped: 195



Answer Choices	Responses
Yes	50.00% 2
No	50.00% 2
Total	4

Q54 Do you feel the event was on site for:

Answered: 4 Skipped: 195



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	25.00% 1
Just about the right amount of time	75.00% 3
Total	4

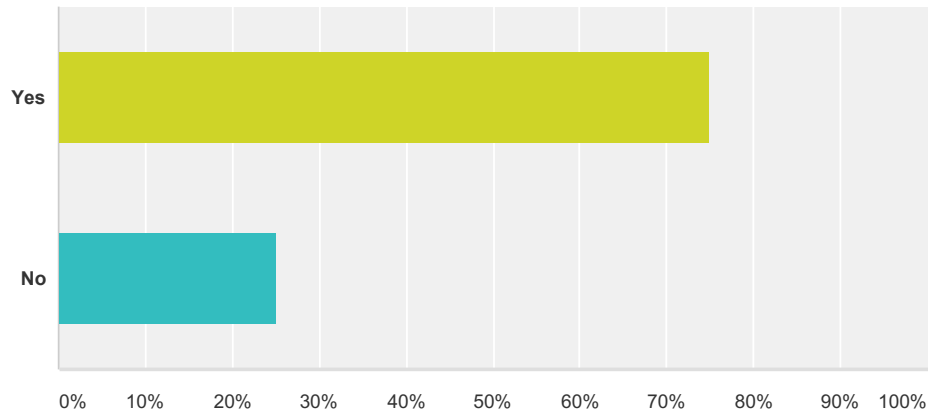
Q55 Do you have any other comments on the event?

Answered: 0 Skipped: 199

#	Responses	Date
	There are no responses.	

Q56 Would you like to comment on another event?

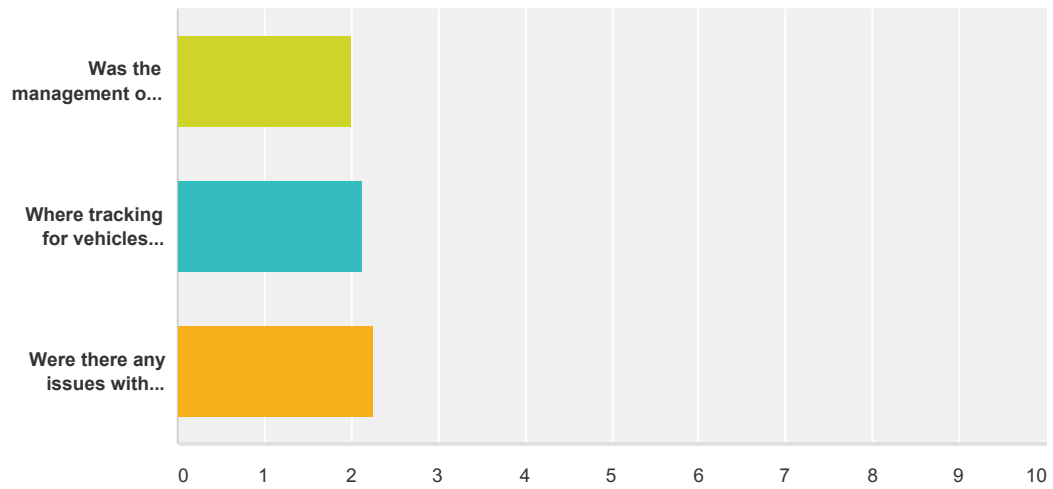
Answered: 4 Skipped: 195



Answer Choices	Responses	
Yes	75.00%	3
No	25.00%	1
Total		4

Q57 Meadows - Festival Fun Fair 2016 Before, during and after the event:

Answered: 8 Skipped: 191

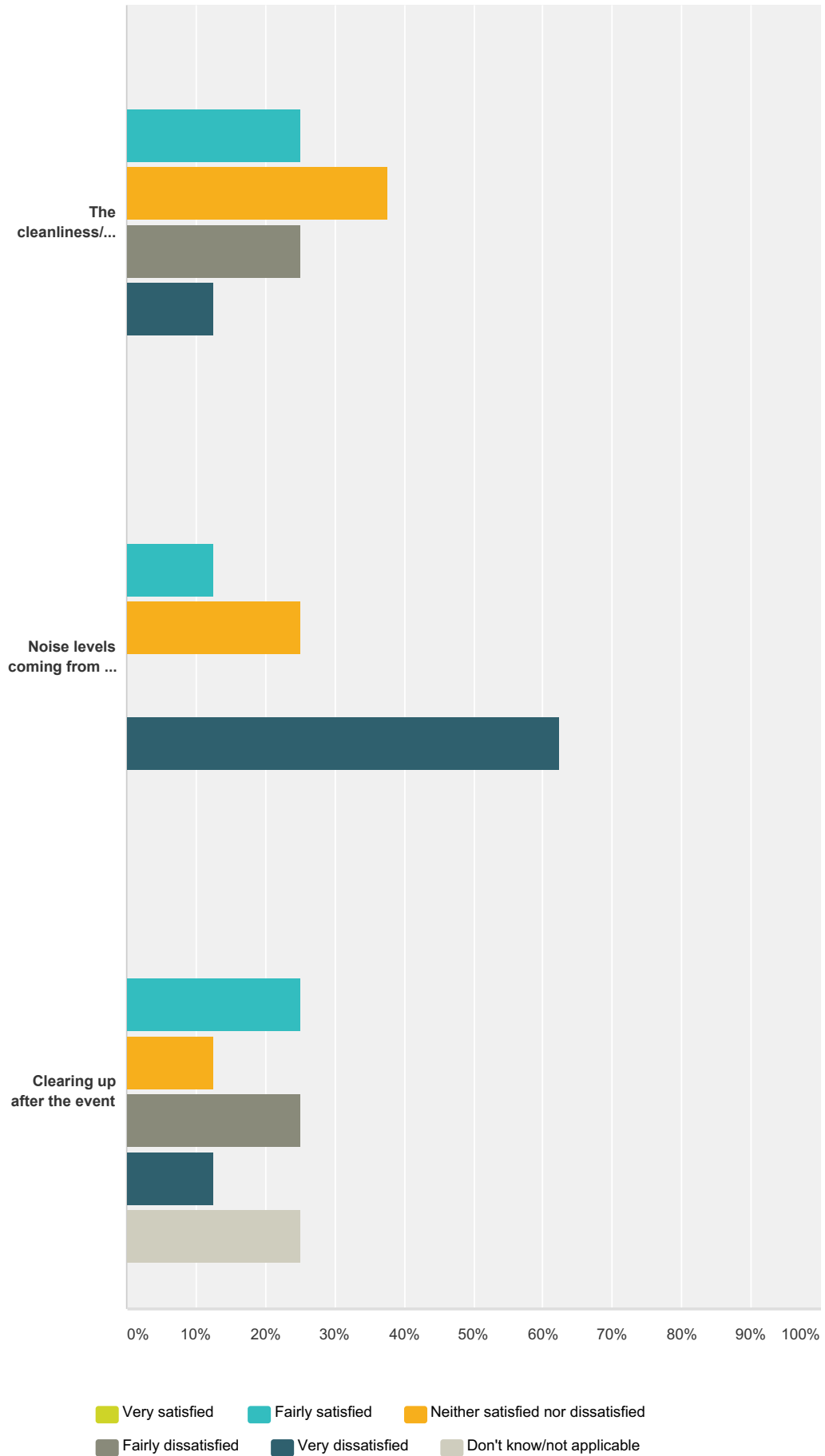


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	37.50% 3	25.00% 2	37.50% 3	8	2.00
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	37.50% 3	12.50% 1	50.00% 4	8	2.13
Were there any issues with deliveries for the event?	25.00% 2	25.00% 2	50.00% 4	8	2.25

**Q58 How satisfied or dissatisfied were you
with:**

Answered: 8 Skipped: 191

Parks Events Review 2015/16

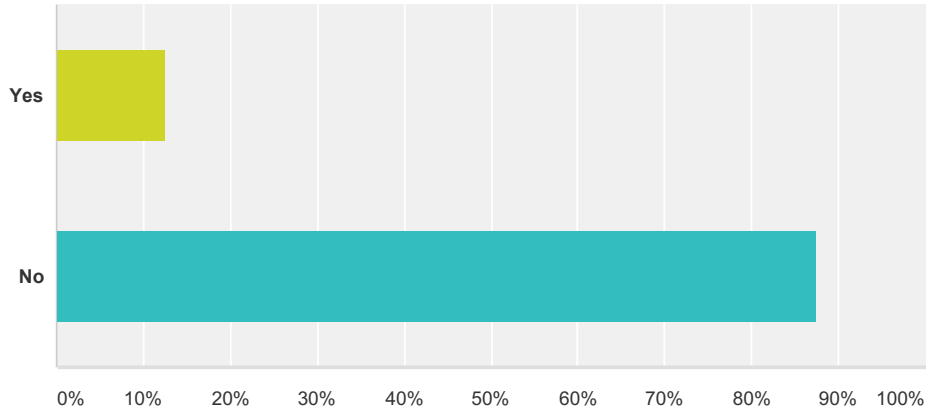


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	0.00% 0	25.00% 2	37.50% 3	25.00% 2	12.50% 1	0.00% 0	8
Noise levels coming from the event	0.00% 0	12.50% 1	25.00% 2	0.00% 0	62.50% 5	0.00% 0	8
Clearing up after the event	0.00% 0	25.00% 2	12.50% 1	25.00% 2	12.50% 1	25.00% 2	8

Q59 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

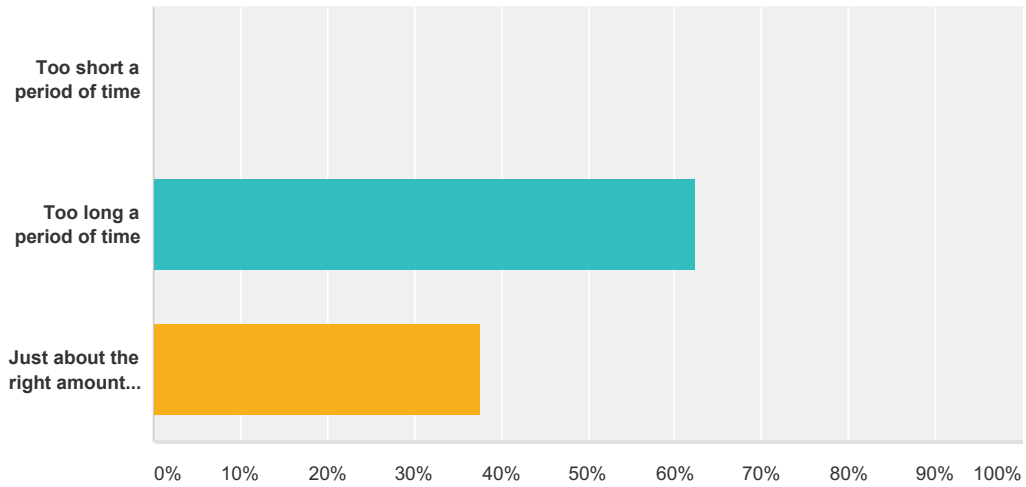
Answered: 8 Skipped: 191



Answer Choices	Responses	
Yes	12.50%	1
No	87.50%	7
Total		8

Q60 Do you feel the event was on site for:

Answered: 8 Skipped: 191



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	62.50% 5
Just about the right amount of time	37.50% 3
Total	8

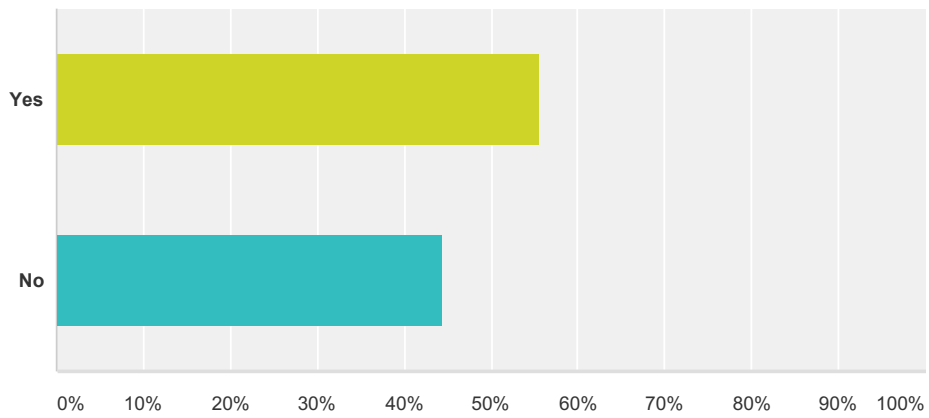
Q61 Do you have any other comments on the event?

Answered: 4 Skipped: 195

#	Responses	Date
1	Tollcross Community Council has a policy of limiting all commercial events to a maximum of 15 days and to rest the ground every three years from commercial events, thus leaving it fallow for one year in four.	11/16/2016 9:52 AM
2	It was very noisy, and I had to make a complaint to the police about this. It is a pity that it is associated with the Meadows Festival, which is well managed.	10/25/2016 10:57 AM
3	Once again the noise levels were unacceptable, and spoiled the neighbouring Meadows Festival.	10/20/2016 11:37 AM
4	It is not the principle of the fair being there - But is is very close to the hospital and residential houses. At least it stopped at a reasonable time, IIRC sometimes before it was due to end.	10/20/2016 10:04 AM

Q62 Would you like to comment on another event?

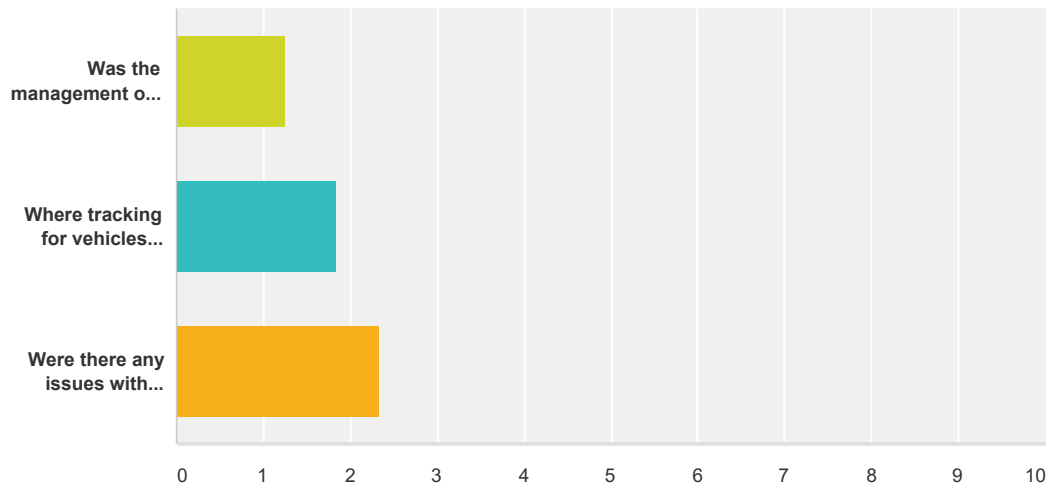
Answered: 9 Skipped: 190



Answer Choices	Responses	
Yes	55.56%	5
No	44.44%	4
Total		9

Q63 Meadows - Festival 2016 Before, during and after the event:

Answered: 12 Skipped: 187

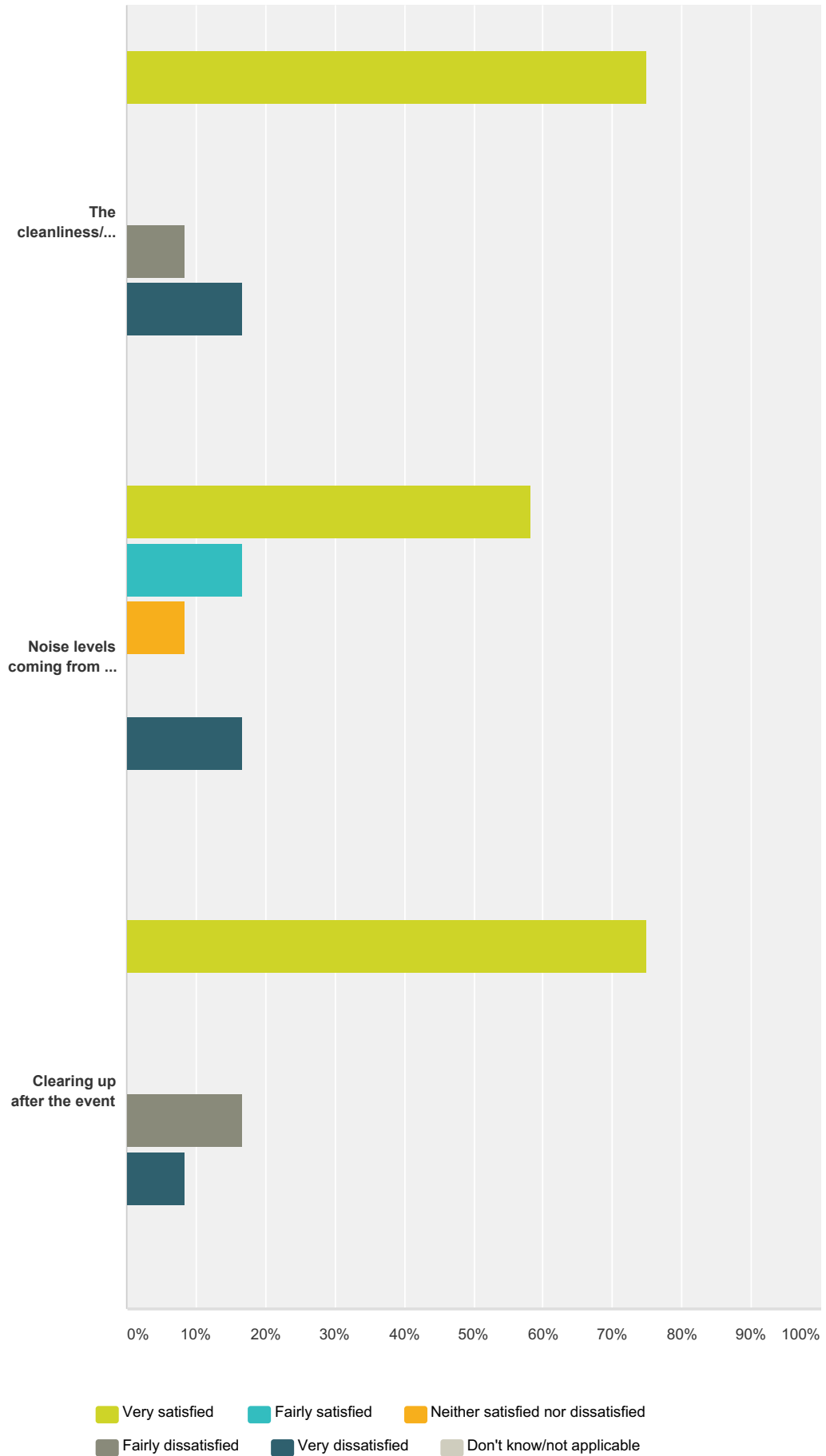


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	83.33% 10	8.33% 1	8.33% 1	12	1.25
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	50.00% 6	16.67% 2	33.33% 4	12	1.83
Were there any issues with deliveries for the event?	8.33% 1	50.00% 6	41.67% 5	12	2.33

**Q64 How satisfied or dissatisfied were you
with:**

Answered: 12 Skipped: 187

Parks Events Review 2015/16

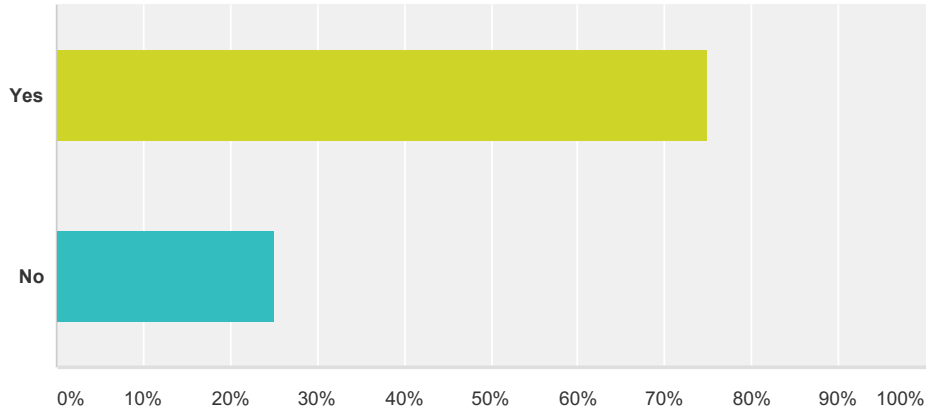


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	75.00% 9	0.00% 0	0.00% 0	8.33% 1	16.67% 2	0.00% 0	12
Noise levels coming from the event	58.33% 7	16.67% 2	8.33% 1	0.00% 0	16.67% 2	0.00% 0	12
Clearing up after the event	75.00% 9	0.00% 0	0.00% 0	16.67% 2	8.33% 1	0.00% 0	12

Q65 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

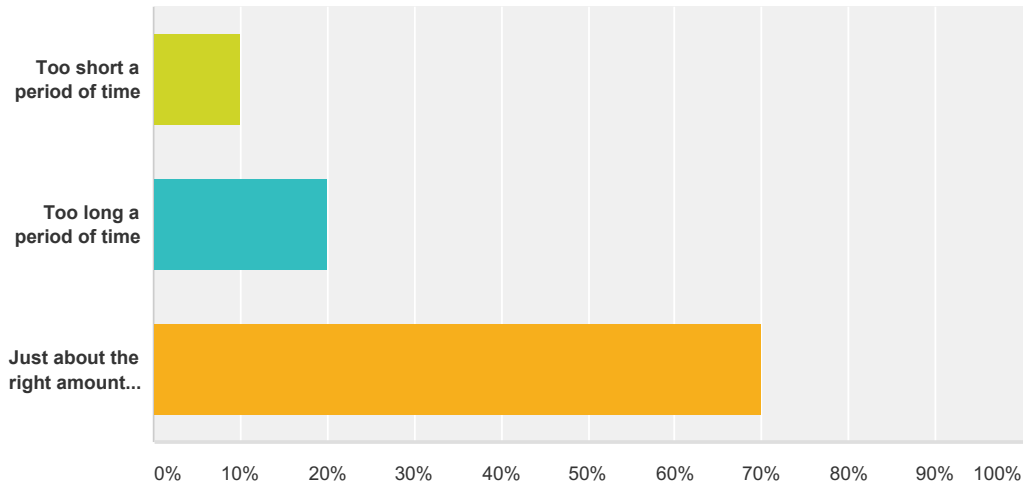
Answered: 12 Skipped: 187



Answer Choices	Responses	
Yes	75.00%	9
No	25.00%	3
Total		12

Q66 Do you feel the event was on site for:

Answered: 10 Skipped: 189



Answer Choices	Responses
Too short a period of time	10.00% 1
Too long a period of time	20.00% 2
Just about the right amount of time	70.00% 7
Total	10

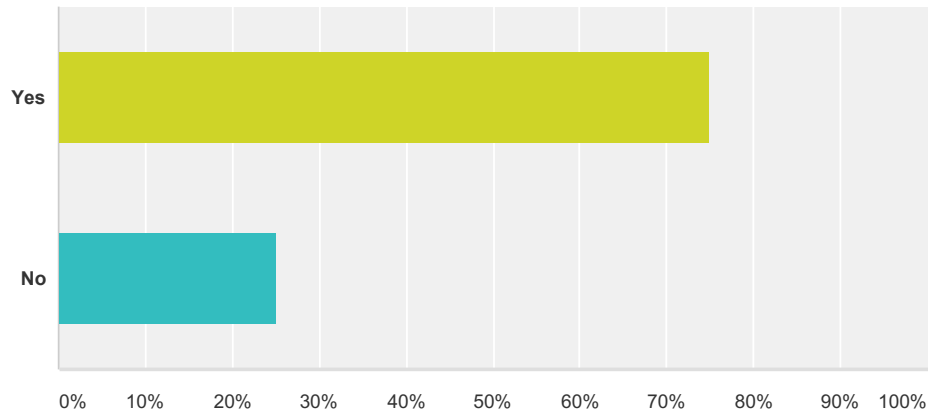
Q67 Do you have any other comments on the event?

Answered: 8 Skipped: 191

#	Responses	Date
1	wonderful community event	11/17/2016 7:13 PM
2	Great to see Meadows used for community purposes	10/27/2016 4:23 PM
3	This is a proper event for the Meadows	10/26/2016 11:37 PM
4	The weather was exceptionally fine during this weekend, and attendance was at record levels. It was an enjoyable event, spoiled only by the odd illicit barbecue on the grass.	10/25/2016 10:55 AM
5	Another great event for the City. Long may it continue.	10/21/2016 2:00 PM
6	The event was excellent as ever, however i do feel the event could perhaps go on a little longer, as the stalls all packed down at 5, with so much sunlight left, i feel an extra hour or 2 would be amazing, especially if the weather was like it was this year!	10/20/2016 9:18 PM
7	The clean up and litter/recycling for this event lacked effort and the park was in a state after the event	10/20/2016 2:57 PM
8	This is the kind of event that the Meadows should be hosting: a community event in which the whole population can engage. This year the weather was exceptionally good and it was well managed. The only problem was the occasional barbecue on the grass: not enough Park Ranger presence to make sure that offenders are reprimanded.	10/20/2016 11:35 AM

Q68 Would you like to comment on another event?

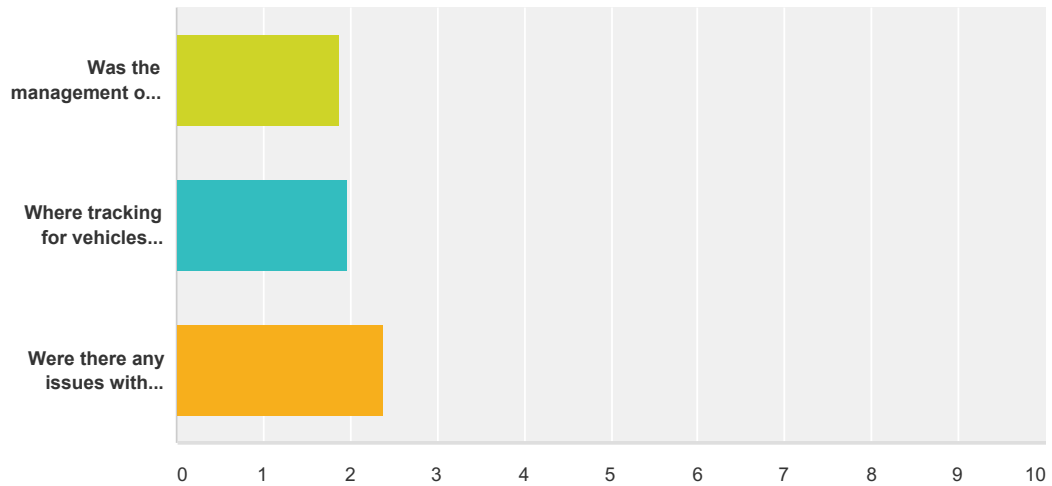
Answered: 12 Skipped: 187



Answer Choices	Responses	
Yes	75.00%	9
No	25.00%	3
Total		12

Q69 Meadows - Fringe Festival Event - Underbelly Circus Hub 2016 Before, during and after the event:

Answered: 28 Skipped: 171



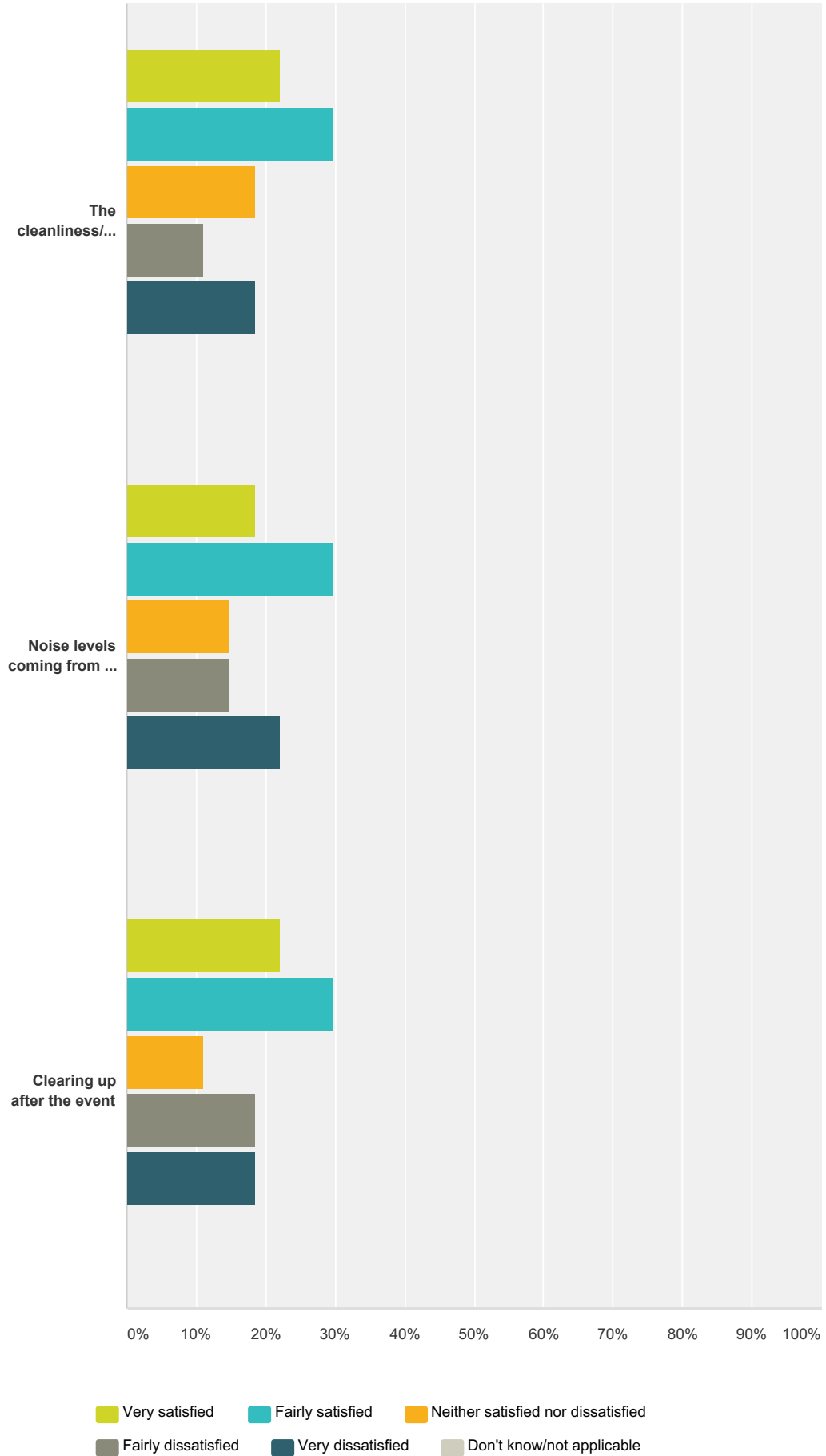
	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	46.15% 12	19.23% 5	34.62% 9	26	1.88
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	30.77% 8	42.31% 11	26.92% 7	26	1.96
Were there any issues with deliveries for the event?	17.39% 4	26.09% 6	56.52% 13	23	2.39

#	Comments for "Was the management of traffic adequate?"	Date
	There are no responses.	
#	Comments for "Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)"	Date
	There are no responses.	
#	Comments for "Were there any issues with deliveries for the event?"	Date
	There are no responses.	

**Q70 How satisfied or dissatisfied were you
with:**

Answered: 27 Skipped: 172

Parks Events Review 2015/16

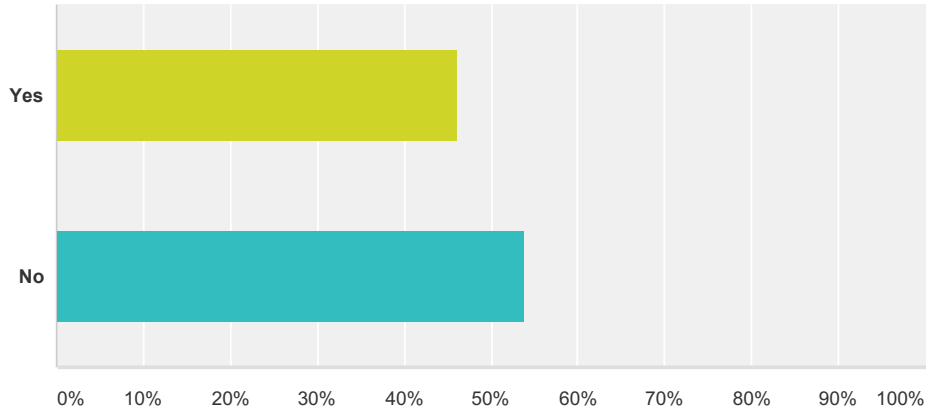


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	22.22% 6	29.63% 8	18.52% 5	11.11% 3	18.52% 5	0.00% 0	27
Noise levels coming from the event	18.52% 5	29.63% 8	14.81% 4	14.81% 4	22.22% 6	0.00% 0	27
Clearing up after the event	22.22% 6	29.63% 8	11.11% 3	18.52% 5	18.52% 5	0.00% 0	27

Q71 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

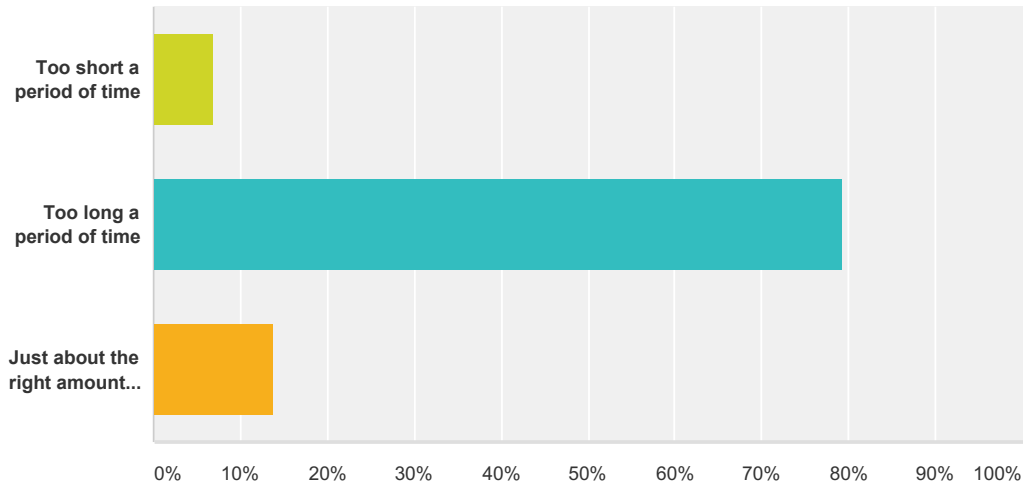
Answered: 26 Skipped: 173



Answer Choices	Responses
Yes	46.15% 12
No	53.85% 14
Total	26

Q72 Do you feel the event was on site for:

Answered: 29 Skipped: 170



Answer Choices	Responses
Too short a period of time	6.90% 2
Too long a period of time	79.31% 23
Just about the right amount of time	13.79% 4
Total	29

#	Do you have any comments?	Date
	There are no responses.	

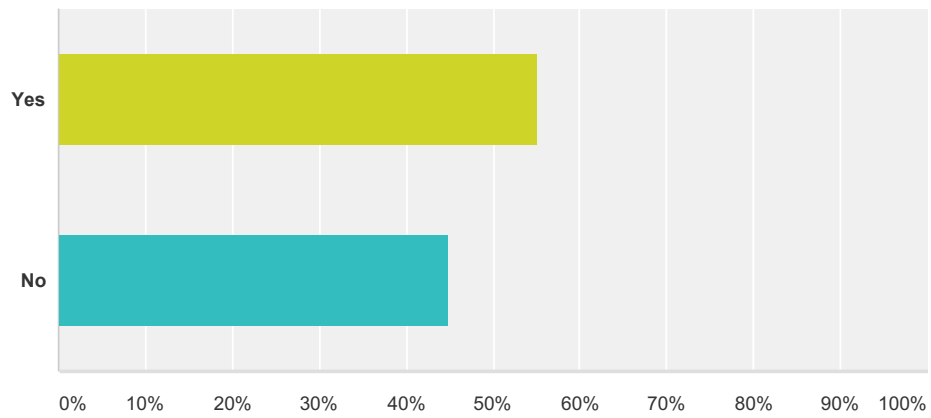
Q73 Do you have any other comments on the event?

Answered: 20 Skipped: 179

#	Responses	Date
1	better than Ladyboys but still there too long	11/17/2016 7:13 PM
2	The event was. very expensive and poor entertainment	11/16/2016 9:36 PM
3	as per usual with most CEC-commissioned questionnaires, I am not sure that all of the above questions are actually relevant for most members of the public	11/16/2016 11:41 AM
4	Tollcross Community Council has a policy of limiting all commercial events to a maximum of 15 days and to rest the ground every three years from commercial events, thus leaving it fallow for one year in four.	11/16/2016 9:50 AM
5	Ripped up the grass, left behind a mess of our nice public space	11/14/2016 10:53 AM
6	used public space for private gain was too long and was destructive of the green	10/31/2016 10:53 PM
7	An improvement on previous years	10/30/2016 8:24 AM
8	the council make a load of money from this event, or so we may ssume. The consequence, though is that the grass dies and makes the ground in bad heart as it also kills off natural aeration of the soil. The meadows is so called because it once was used to for animals. i have an Edwardian photo of sheep in front of the infirmary. Now farm animals have been replaced by human beings...we however still need grass, contact with nature....mud does not do it.	10/27/2016 10:27 PM
9	Very well run - very friendly people and a good 'family-type' venue which is what is best on the Meadows.	10/27/2016 10:10 AM
10	this is a public park not a commercial zone	10/26/2016 11:34 PM
11	While the Underbelly was camped on the Meadows, that area was inaccessible unless you were paying to go in to the shows. However, its impact was nto confined to the area it occupied - noise, litter and and overall feeling of "takeover" affected all of that end of the Meadows.	10/26/2016 8:12 PM
12	grass doesn't get enough chance to grow after such a long event, even though the event was very well run and very much better than the previous tenants [ladyboys] there have been many requests to keep the length of events to 15 days but they have been ignored how many more surveys and studies are needed to prove the obvious???	10/26/2016 12:32 PM
13	Fifteen days should be the maximum duration for any event on the Meadows, in common with other Edinburgh parks. Any longer results in long-term damage to this important piece of grassland. Also, the barbeque control system was another failure this year, with hundreds of new scorched patches. There are only two workable solutions: either limit them to small, clearly marked areas, or a complete ban.	10/26/2016 12:21 PM
14	Once again the site was occupied for over a month, unlike in the other Edinburgh parks, where events are only allowed for 15 days. After a month inevitably the grass dies and has to be re-seeded on this particular site, where it is not possible to re-turf owing to draining issues. The site is still not usable, there are holes in it, and the grass is only re-growing patchily. We should not have to revisit this issue year after year, when previous consultations have shown a majority in favour of a shorter event on this site.	10/25/2016 10:53 AM
15	The Meadows should be free of any events during the summer so that it is fully available for local people. Too many other potential grassy play areas are unavailable during the school summer holidays because of the festivals.	10/24/2016 7:07 PM
16	The clearing up after this event takes too long. This area of the Meadows is not available for the general public for some weeks after the event, and it can take months before it is fully recovered.	10/24/2016 5:18 PM
17	Another great event for the City. Long may it continue.	10/21/2016 2:02 PM
18	The venue staff were particularly helpful and pleasant. The event I attended was extremely well run and offered a chance to see an exceptional performer in an unusual space.	10/20/2016 12:12 PM
19	Once again, the site has still not recovered, in spite of sterling work by the Parks staff. It is unacceptable for any event to be on-site for more than a fortnight.	10/20/2016 11:32 AM
20	Not appropriate venue	10/20/2016 9:49 AM

Q74 Would you like to comment on another event?

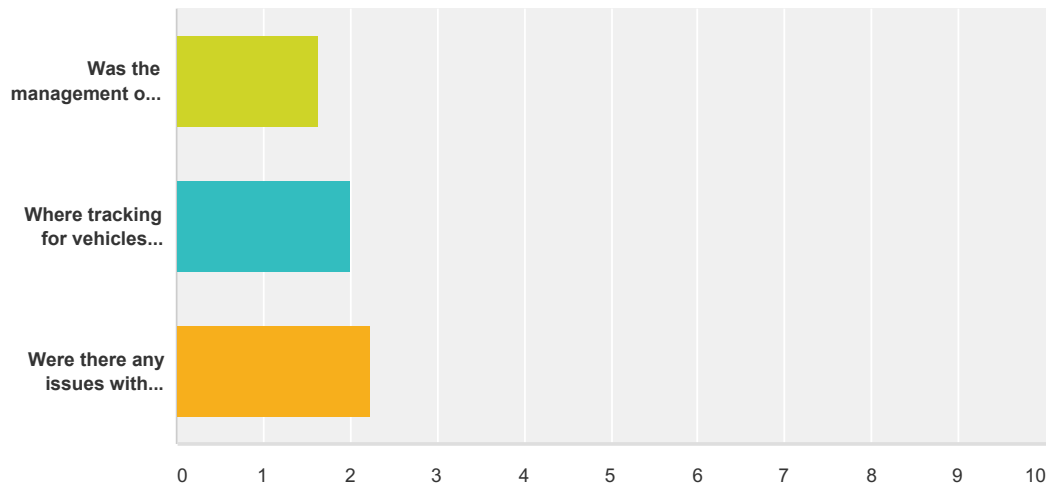
Answered: 29 Skipped: 170



Answer Choices	Responses	
Yes	55.17%	16
No	44.83%	13
Total		29

Q75 Meadows - Fringe Funfair 2016 Before, during and after the event:

Answered: 13 Skipped: 186

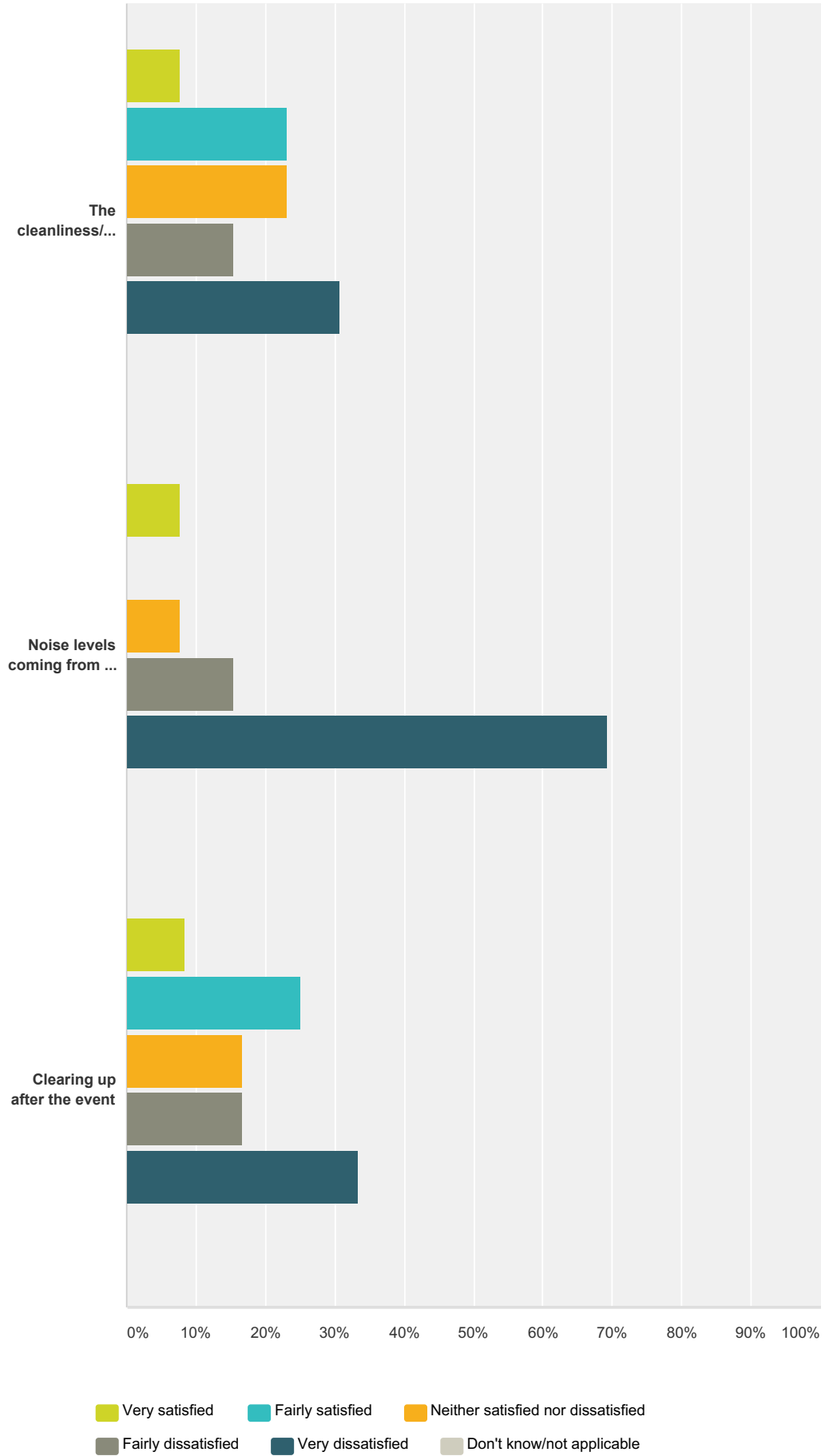


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	46.15% 6	46.15% 6	7.69% 1	13	1.62
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	23.08% 3	53.85% 7	23.08% 3	13	2.00
Were there any issues with deliveries for the event?	30.77% 4	15.38% 2	53.85% 7	13	2.23

**Q76 How satisfied or dissatisfied were you
with:**

Answered: 13 Skipped: 186

Parks Events Review 2015/16

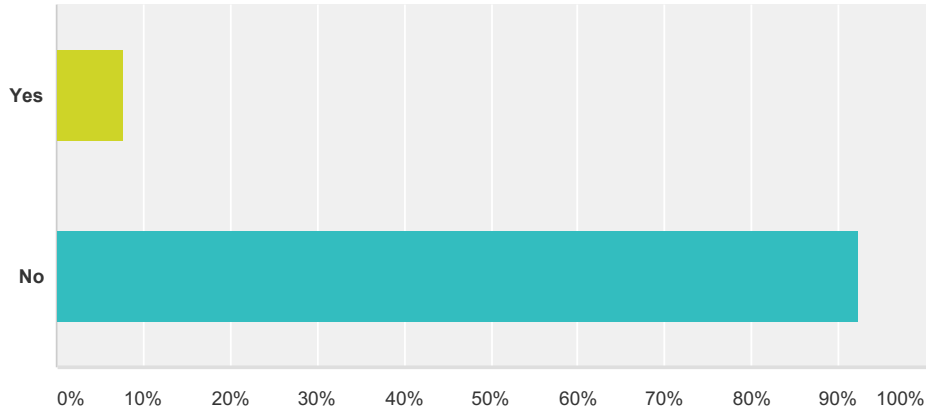


Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	7.69% 1	23.08% 3	23.08% 3	15.38% 2	30.77% 4	0.00% 0	13
Noise levels coming from the event	7.69% 1	0.00% 0	7.69% 1	15.38% 2	69.23% 9	0.00% 0	13
Clearing up after the event	8.33% 1	25.00% 3	16.67% 2	16.67% 2	33.33% 4	0.00% 0	12

Q77 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

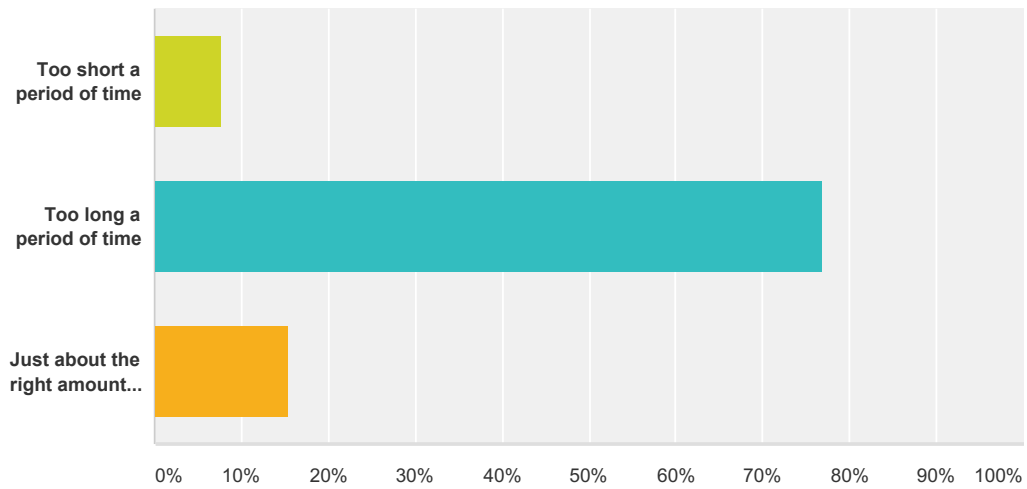
Answered: 13 Skipped: 186



Answer Choices	Responses	
Yes	7.69%	1
No	92.31%	12
Total		13

Q78 Do you feel the event was on site for:

Answered: 13 Skipped: 186



Answer Choices	Responses
Too short a period of time	7.69% 1
Too long a period of time	76.92% 10
Just about the right amount of time	15.38% 2
Total	13

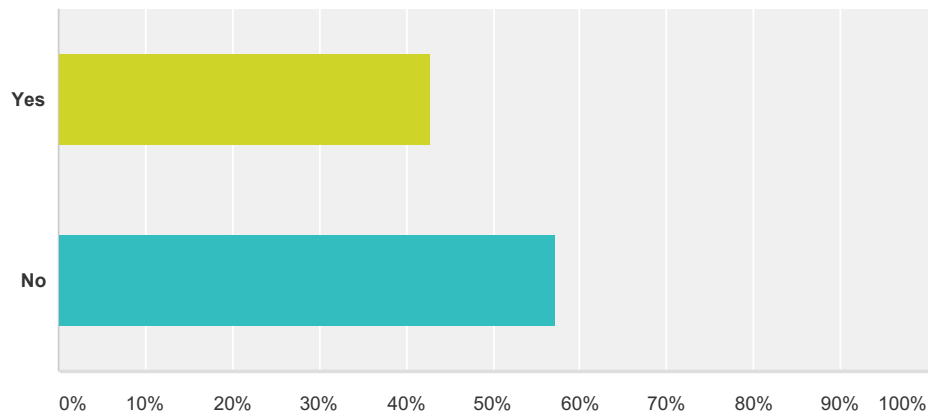
Q79 Do you have any other comments on the event?

Answered: 9 Skipped: 190

#	Responses	Date
1	The noise from the funfair is disruptive to the festival shows in Circus Hub, for audiences and performers and so lowers the quality of the amenity that the Meadows provides. Regardless of who the festival provider is, to enable the festival event, the funfair should be moved to an alternate location.	11/17/2016 8:50 PM
2	The fair was. letter when the circus and ladyboys were next to the fair.	11/16/2016 9:32 PM
3	Tollcross Community Council has a policy of limiting all commercial events to a maximum of 15 days and to rest the ground every three years from commercial events, thus leaving it fallow for one year in four.	11/16/2016 9:51 AM
4	public space for private gain	10/31/2016 10:55 PM
5	The vehicles used were too large and were parked too near to the trees for the health of the tree roots and boles. The event should take place further from the trees with clear protected routes away from any trees. Visitor parking on the hard standing by the Meadows Pavilion for this and any other event.	10/31/2016 7:56 PM
6	Disgraceful commercialisation of public space for private profit.	10/27/2016 12:38 PM
7	I received some complaints about the noise. It is too close to the Hospital and residential homes. My comments about the Festival funfair were meant to refer to this (Fringe event).	10/20/2016 10:06 AM
8	Not appropriate venue	10/20/2016 9:50 AM
9	Very noisy and disagreeable event, claustrophobic too. I wondered how they would cope with an accident	10/19/2016 7:51 PM

Q80 Would you like to comment on another event?

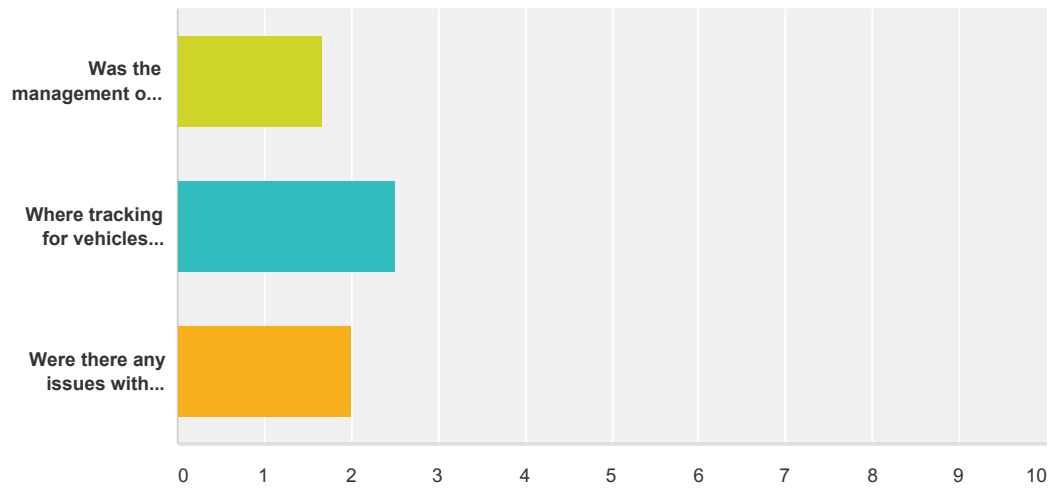
Answered: 14 Skipped: 185



Answer Choices	Responses	
Yes	42.86%	6
No	57.14%	8
Total		14

Q81 Inverleith Park - Foodies Festival 2016 Before, during and after the event:

Answered: 3 Skipped: 196

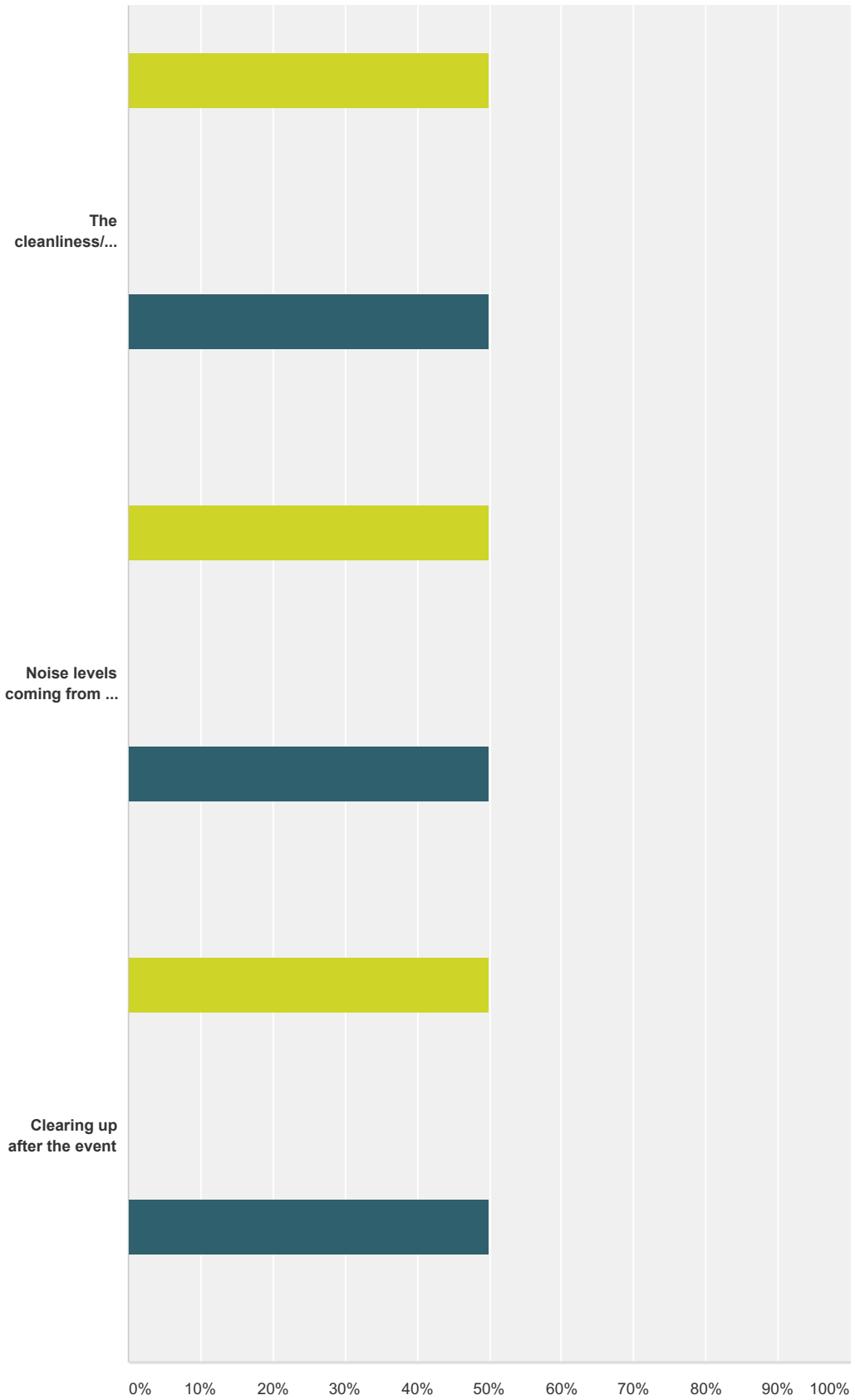


	Yes	No	Don't know	Total	Weighted Average
Was the management of traffic adequate?	33.33% 1	66.67% 2	0.00% 0	3	1.67
Where tracking for vehicles was used was it effective?(tracking mats are used to protect grass from vehicles)	0.00% 0	50.00% 1	50.00% 1	2	2.50
Were there any issues with deliveries for the event?	33.33% 1	33.33% 1	33.33% 1	3	2.00

**Q82 How satisfied or dissatisfied were you
with:**

Answered: 2 Skipped: 197

Parks Events Review 2015/16



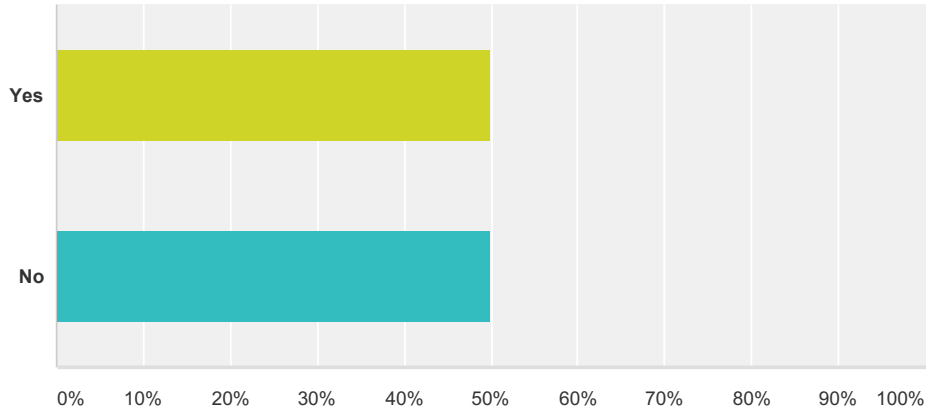
Very satisfied Fairly satisfied Neither satisfied nor dissatisfied
Fairly dissatisfied Very dissatisfied Don't know/not applicable

Parks Events Review 2015/16

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know/not applicable	Total
The cleanliness/litter levels on the site	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Noise levels coming from the event	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Clearing up after the event	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2

Q83 Was it clear who you would go to if you had a complaint about the event i.e. site office or a foreperson?

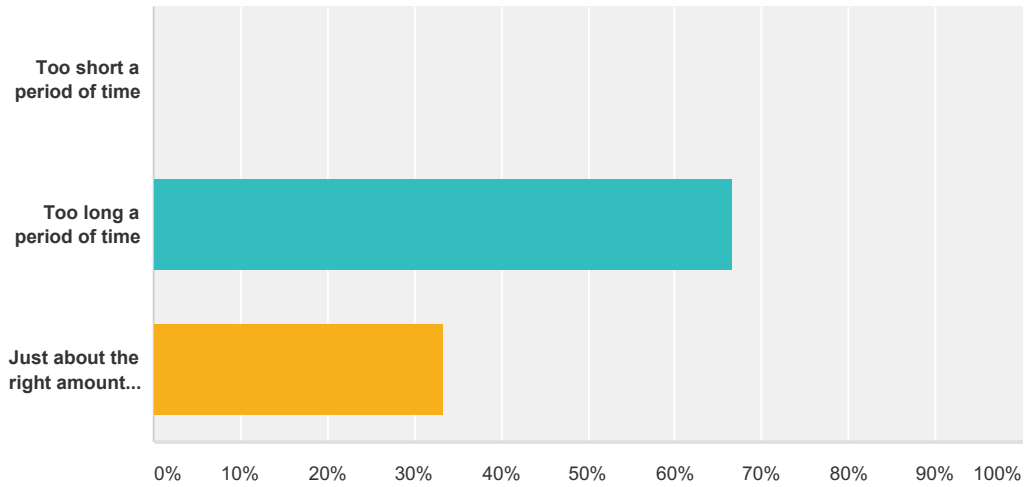
Answered: 2 Skipped: 197



Answer Choices	Responses
Yes	50.00% 1
No	50.00% 1
Total	2

Q84 Do you feel the event was on site for:

Answered: 3 Skipped: 196



Answer Choices	Responses
Too short a period of time	0.00% 0
Too long a period of time	66.67% 2
Just about the right amount of time	33.33% 1
Total	3

#	Do you have any comments?	Date
1	The park and the open spaces should not be shut off from the public	11/15/2016 6:31 PM
2	This is a well run popular event that is good fun for the family and I hope it comes back next year.	11/15/2016 3:03 PM

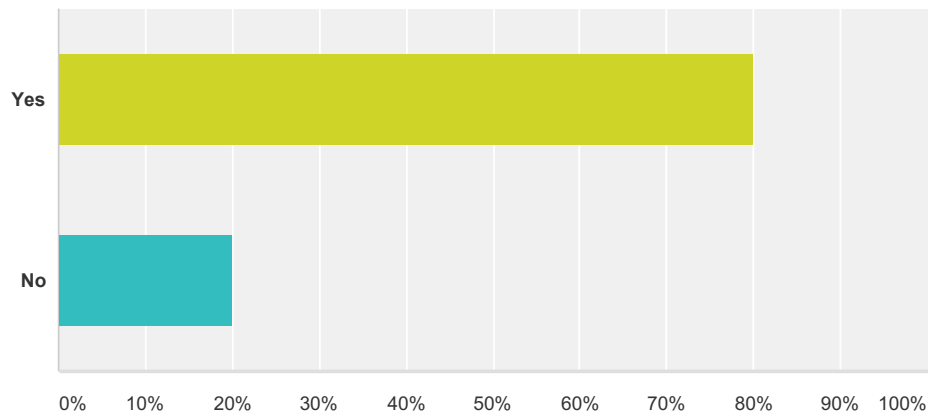
Q85 Do you have any other comments on the event?

Answered: 1 Skipped: 198

#	Responses	Date
1	Foodies Festival is a great event that promotes local food and produce and chefs and is good family fun. Please bring it back next year.	11/15/2016 3:03 PM

Q86 Would you like to comment on another event?

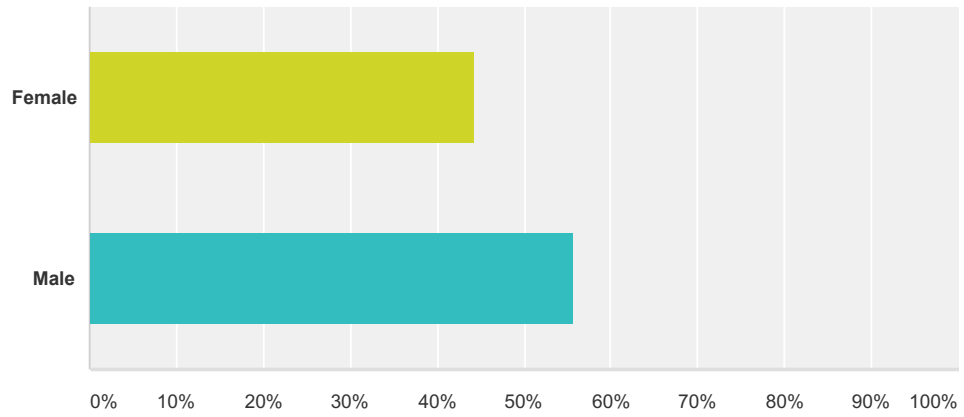
Answered: 5 Skipped: 194



Answer Choices	Responses	
Yes	80.00%	4
No	20.00%	1
Total		5

Q87 What gender are you?

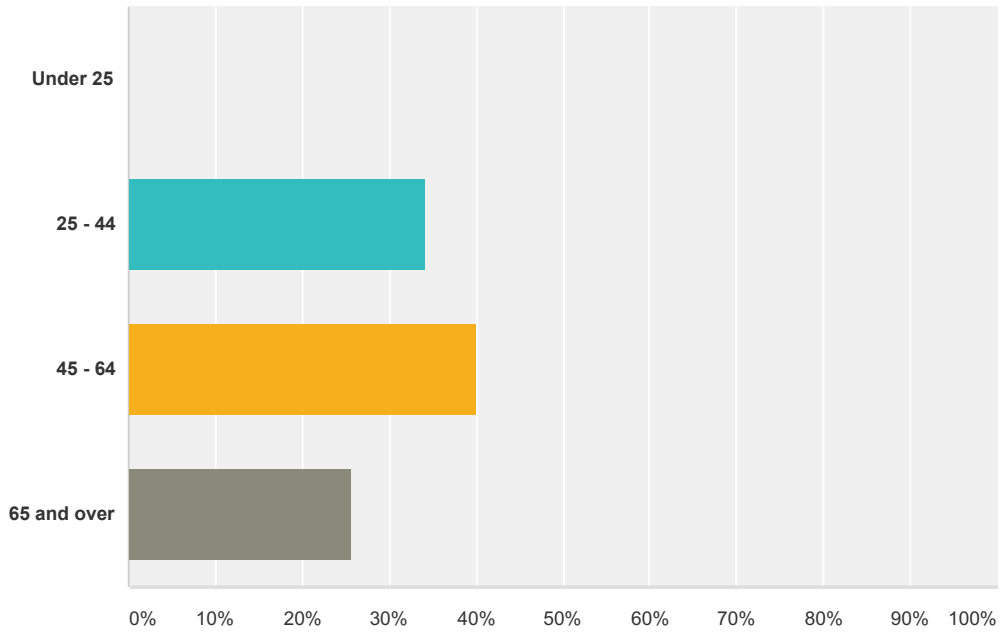
Answered: 70 Skipped: 129



Answer Choices	Responses
Female	44.29% 31
Male	55.71% 39
Total	70

Q88 What age band are you in?

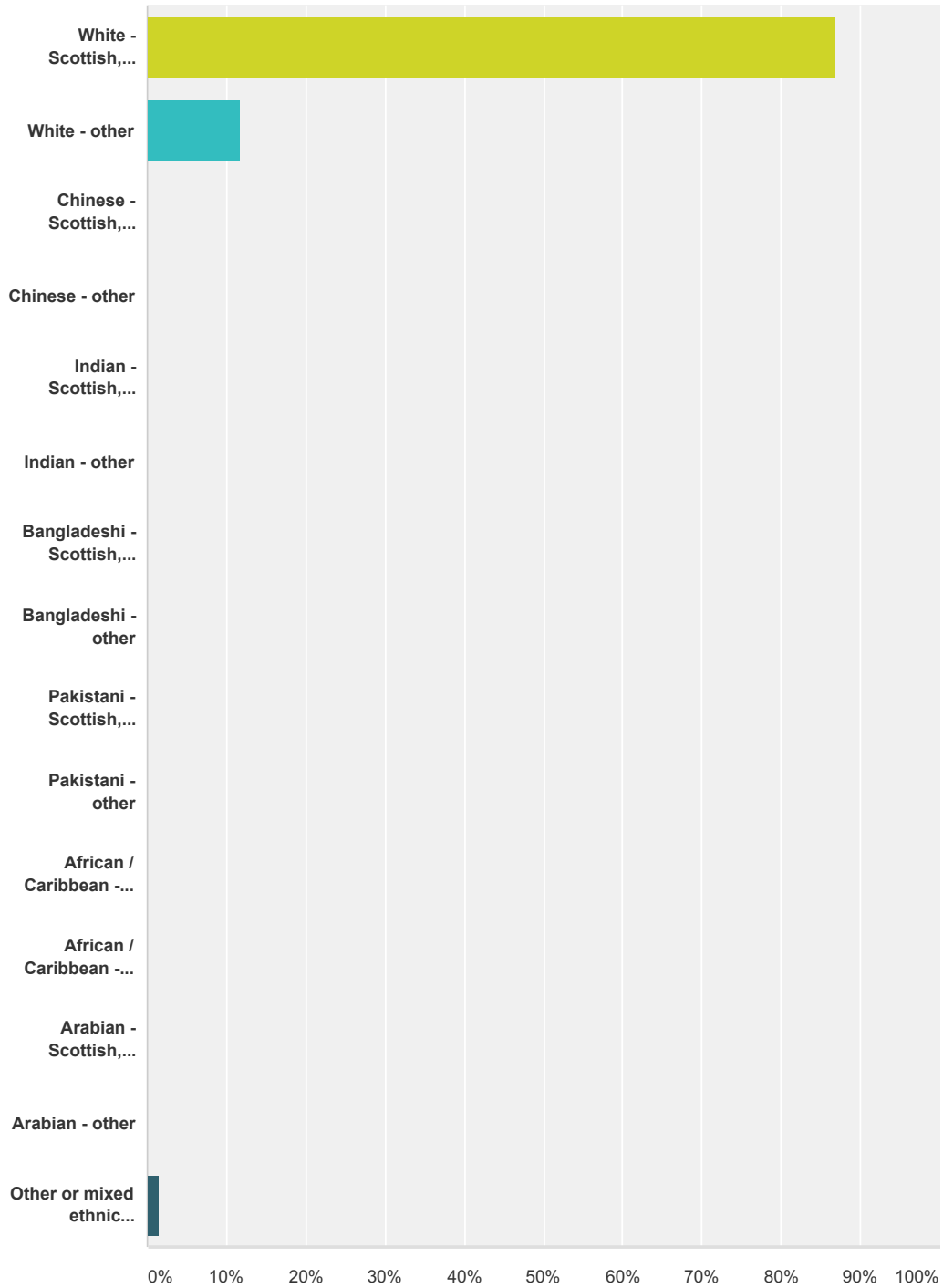
Answered: 70 Skipped: 129



Answer Choices	Responses
Under 25	0.00% 0
25 - 44	34.29% 24
45 - 64	40.00% 28
65 and over	25.71% 18
Total	70

Q89 What is your ethnic background?

Answered: 68 Skipped: 131



Answer Choices	Responses
White - Scottish, Welsh, Irish, English	86.76% 59
White - other	11.76% 8
Chinese - Scottish, Welsh, Irish, English	0.00% 0

Parks Events Review 2015/16

Chinese - other	0.00%	0
Indian - Scottish, Welsh, Irish, English	0.00%	0
Indian - other	0.00%	0
Bangladeshi - Scottish, Welsh, Irish, English	0.00%	0
Bangladeshi - other	0.00%	0
Pakistani - Scottish, Welsh, Irish, English	0.00%	0
Pakistani - other	0.00%	0
African / Caribbean - Scottish, Welsh, Irish, English	0.00%	0
African / Caribbean - other	0.00%	0
Arabian - Scottish, Welsh, Irish, English	0.00%	0
Arabian - other	0.00%	0
Other or mixed ethnic background	1.47%	1
Total		68

From: [REDACTED]
Sent: 18 November 2016 07:34
To: Sarah Murphy
Cc: [REDACTED]
Subject: Re: Annual Events Review 2015/16 - Response from Southside Community Council

Sarah, many thanks for the opportunity to respond to the Review of Park Events. This response to the Annual Review from Southside Community Council relates specifically to the holding of events on the Meadows, that green space that falls within our 'jurisdiction'.

Local communities were very effectively engaged in the management of the Underbelly Circus Hub venue which was sited on the Meadows during this August's Festival 2016. The Underbelly management went to exceptional lengths to ensure communities were involved in the planning and delivery of the temporary venue, and community representatives are happy to recognise the high standards that were achieved in respect of all aspects of the site management. We really had no negative feedback and would be happy to welcome the company back onto the Meadows in future years.

However, a neighbouring Community Council has developed a policy relating to the management of Meadows events which proposes that no one event should be sited on the Meadows for more than fifteen days, in keeping with the practice observed in other Edinburgh City Council parks and indeed the overall policy set out in the Edinburgh Parks Events Manifesto. Further, our neighbouring Community Council proposes that no events should be permitted on the Meadows one year in four, a fallow year, to allow the grounds to fully recover from heavy usage during the years when events are permitted.

At our November meeting, Southside Community Council agreed that we would also adopt this policy as our formal position on the management of events on the Meadows.

Please do not hesitate to get in touch should you wish to discuss this response or our views further.

[REDACTED]

Chair, Southside Community Council



EAST PRINCES STREET GARDENS, EDINBURGH

REPORT ON WINTER FESTIVAL REINSTATEMENT

JULY 2016

PROJECT NO: 20111437

Prepared for : **THE CITY OF EDINBURGH COUNCIL**
PARKS AND GREENSPACE SERVICE
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Edinburgh
EH1 1YJ

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EH26 0PJ

Tel: 0131 603 7509
Fax: 0131 603 7501
Date : JULY 2016

1. THE BRIEF

SAC Consulting was commissioned by the City of Edinburgh Council (henceforth referred to as ‘the Council’) to undertake a review of the post Winter Festival reinstatement process for East Princes Street Gardens. This report summarises the current reinstatement process for the gardens and discusses options for improving the process and upgrading the surface characteristics of the site to reduce the overall impact of the festival on the amenity grass areas.

This report does not constitute a specification as it only illustrates the principals involved in improving the reinstatement operations and surface characteristics of the gardens. This report should not be forwarded to contractors as a specification or outline contract documents. Full contract documentation including a specification, bill of quantities and detailed drawings should be provided for this purpose.

2. PROJECT BACKGROUND



Edinburgh's Christmas is a six week season of festive entertainment which takes place annually across the city. The festival is major tourist attraction with over 800,000 unique visitors attending over the course of the six week programme. Over recent years, East Princes Street Gardens has been a key venue throughout the duration of the festival. In 2015/16, East Princes Street Gardens hosted an ice rink, a traditional European market and a variety of fairground rides and attractions.

The East Princes Street Gardens are located in the city centre and lie to the south of Princes Street between the Scottish National Gallery and Edinburgh Waverly train station (see drawing 20111437-SK-01, Appendix 3). The park is separated in two halves by the train line, with the Winter Festival taking place in the areas to the north of the train line. For the purposes of this report, only the area to the north of the train line is discussed and is henceforth referred to as 'the site'. Generally, the site is split over two levels, with two significant flat areas. There are a number of small amenity grass areas along the higher northern edge of the site which sits at approximately the same level as Princes Street. There is a larger amenity grass area in the lower lying southern half of the site, directly to the north of the train line. Between the two flat areas of amenity grass there are a series of steep grass bankings and public footpaths.

For the duration of the festival extensive temporary infrastructure is set up in the site including temporary buildings, walkways and attractions. The natural grass surfaces are extensively damaged as a result and reinstated annually following the festival. During the 2015/16 Winter Festival both the amenity grass areas in the northern and southern half of the site were utilised.



Figure 1 Aerial Photograph of East Princes Street Gardens.

3. Current Reinstatement Works

3.1 Procurement

Procurement Timescale¹

2nd December 2015	Quick Quote published on Public Contracts Scotland Portal and Tender Documents issued
21st December 2015	Tender return date
23rd December 2015	Contract award

The reinstatement works are procured by the Council through the Public Contracts Scotland Portal. Submissions are evaluated in an objective manner and a two stage evaluation process is applied to all quotes received. The contract is awarded on the basis of lowest price. The cost analysis is carried out by considering the responses to a Pricing Schedule prepared by the Council which is included in the tender documents.

3.2 Programme of Works

General programme for reinstatement works²

25th January 2016	Contract Live Date
26th January 2016	29 th January 2016 Contract lead in, site start up meeting
1st February 2016	Work begins, dependent on soil temperatures and general weather conditions
27th March 2016	Work completed and site cleared
31st March 2016	Final sign off by CEC

3.3 Specification

The following operations were included as part of the East Princes Street Gardens reinstatement contract following the 2015/16 Winter Festival. Full specification³ included in Appendix 1. The reinstatement works broadly comprised the following;

¹ Based on the procurement of reinstatement works following the 2015/16 Winter Festival

² General programme of works included as part of the tender documentation issued to contractors for reinstatement works following the 2015/16 Winter Festival.

³ Specification included as part of the tender documentation issued to contractors for reinstatement works following the 2015/16 Winter Festival

- Removal and disposal of damaged turf.
- Preparation of ground for turf – all areas cultivated to a depth of 150mm. Cultivated areas leveled and firmed prior to laying turf. Levels to be corrected with topsoil if required
- Turfing – laying of intermediate/big roll turf to prepared areas. The turf should be of a species composition similar to the below list:
 - 30% Dwarf Ryegrass
 - 20% Smooth Stalked Meadow Grass
 - 30% Slender Creeping Red Fescue
 - 20% Chewings Fescue
- Scarification – scarifying of area of works to minimum 40mm depth
- Verti-draining
- Topdressing
- Overseeding

3.4 Discussion

The programme for the reinstatement works summarised above is largely dependent on climatic factors, primarily rainfall and soil temperature. Works of this nature which involve the movement of plant and machinery across the soil surface should not be carried out when ground conditions on site are such that compaction, puddling and/or deep rutting of the soil or any other detriment would be likely. Following the 2015/16 Winter Festival inclement weather conditions delayed reinstatement works. This was primarily due to rainfall which was above average in January, February and April in the Edinburgh area. Total rainfall was also significantly above average in Nov and December during the Winter Festival itself.

Month	Total Rainfall ⁴ (mm)	Rainfall Status	Average Total Rainfall (mm) (1981 -2010)
Nov 15	125.2	Above Average	65
Dec 15	169.4	Above Average	62
Jan 16	125.2	Above Average	69
Feb 16	65.6	Above Average	48
Mar 16	23	Below Average	53
Apr 16	64.2	Above Average	41

⁴ Rainfall data obtained from Met Office weather station located at the Royal Botanical Gardens, Edinburgh. Weather station data available from www.metoffice.gov.uk

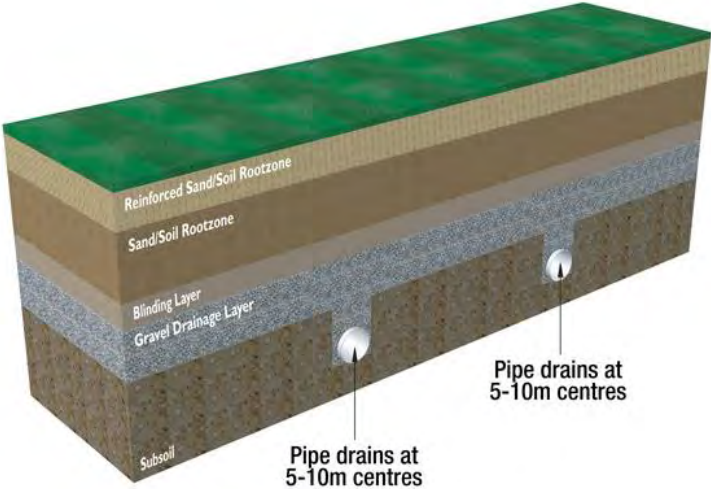
We would not consider the vulnerability of the reinstatement programme to adverse weather as being a direct result of the reinstatement specification and process itself. The underlying issue is that the gardens are being used for a purpose in which they were not originally designed and no modifications to the underlying soil structure and drainage have been made with the new purpose in mind.

In order to improve the turnaround time in reinstating the gardens following the winter festival we must provide greater control in removing water from the site and associated soil profile of the gardens. We must also consider the surface and reducing the amount of work required to be carried out by plant and machinery to return the surface levels following events.

3.5 Recommendations

As discussed above the biggest limiting factor in the reinstatement of the gardens is the variable Edinburgh climate and associated ground conditions of the site during the early spring. To mitigate the risk of delay we must consider options to minimise surface damage to the soil profile and provide better control over the site ground conditions at this time.

Amenity grass areas that are frequently used for alternative events such as the winter festival or pop concerts are typically constructed to a very high standard with freely draining sand based rootzone materials constructed over a very permeable aggregate drainage layer. This is combined with an efficient pipe drainage system to remove water from the soil base, connected to either a positive drain outlet or in some cases to a soakaway.



Typical cross section of rootzone construction with sub-surface drainage

This means that heavy rainfall does not have the same impact on the surface and it will remain reasonably dry and stable. This is often enhanced by the use of fibres worked into or stitched into the sand growing medium to provide additional reinforcement and stability of the turf surface.

The reconstruction of the gardens as described would appear to present an obvious solution to the difficulties of sustaining and reinstating the turf surface in the gardens following the winter festival. However at this stage we must acknowledge that further intrusive investigations are required to determine the drainage outlets available in the gardens whether that is by outlet pipe or through investigating the natural permeability of the underlying ground as a soakaway.

This type of free draining system will require both the use of effective (automatic) irrigation systems and suitably intensive maintenance programme to preserve the condition of the grass sward throughout the year and during any dry summer weather.

A budget cost plan for the above works is detailed in Appendix 2.

*Alternate grassland solutions which we have utilised at other parks across the city such as installation of secondary drainage, sand capping, hybrid turf would not be wholly effective at Princes Street Gardens as the requirement to annually re-turf following the winter festival would compromise the connection and effectiveness of the secondary drainage.

** Removal of the lawn areas completely and redesigning the garden space could in theory eliminate any requirement for turfing but this would have a significant impact on the character of the site. This could include resurfacing the lawns with block paving, tar macadam, synthetic turf or other durable hard landscape solutions.

3.6 Conclusion

In summary we would conclude that current specification and programme of works for reinstatement is satisfactory and as per industry standards for amenity grassland works. The key issue is that the lawn areas of the garden are being used for a purpose that they were not intended or originally designed for and therefore there are significant remedial works required year on year at a time of unpredictable weather and ground conditions.

The sensitivity of the site to wet weather and the unpredictable climate of early spring will continue to present a significant risk to the project programme. This risk always remains with any landscape works but can be minimised if the existing garden lawns were reconstructed to a high performance construction specification that significantly improves the drainage characteristics and stability of the site soils. This would both minimise deterioration to the surface caused by events and remove surface water more quickly during prolonged poor weather.

Appendix 2 provides a budget estimate of cost for upgrading the lawns of the East Gardens to the required specification.

APPENDIX 1

Specification for reinstatement works following 2015/16 Winter Festival

- **Removing and disposing of damaged turf** – all damaged turf should be removed from the site and disposed in an appropriate manner.
- **Ground preparation for turf** – all areas to be re-turfed should be cultivated to a depth of 150mm unless otherwise stated. The cultivated area should then be leveled and firmed in preparation for the laying of turf. Supply and install topsoil to bring up levels if required.
- **Turfing** – supply and lay intermediate/big roll turf to areas identified. The turf should be of a species composition similar to the below list:
 - 30% Dwarf Ryegrass
 - 20% Smooth Stalked Meadow Grass
 - 30% Slender Creeping Red Fescue
 - 20% Chewings Fescue

In the event of substitutions, the contractor must consult the Supervising Officer so that suitable alternative varieties can be selected.

Turfing operations shall not be carried out while the ground is in a waterlogged or dry condition or suffering from snow or frost.

- **Scarification** – works shall only commence under suitable conditions using appropriate scarification equipment to a minimum depth of 40mm.
- **Verti-draining** – using 19mm solid tines set to penetrate at least 200mm. The amount of heave should be as great as possible to prevent surface disruption. The site should be in a suitable condition to accept the level of tine penetration as above but not too soft that the equipment causes surface disruption from wheel marks.
- **Topdressing** – the entire area of verti-draining shall be top dressed with medium/coarse sports grade sand. Once the top dressing has been placed the surface shall be given four passes with tractor mounted brushes to incorporate sand into the grass sward.

Spreading rate: 7.5Kg/m²

- **Overseeding** – selected grass seed should be appropriate for use in high amenity park and garden venues. Grass seed should be equivalent to the following mix;
 - 30% Dwarf Ryegrass
 - 20% Smooth Stalked Meadow Grass
 - 30% Slender Creeping Red Fescue
 - 20% Chewings Fescue

Grass seed to be applied at the rate of 25g per metre square. The Seed shall be sown by approved suitable equipment.

In the event of substitutions, the contractor must consult the Supervising Officer so that suitable alternative varieties can be selected.

The contractor will be responsible after seeding to ensure even germination of the areas until after the first cut. Any areas which fail to germinate to the satisfaction of the Employer shall be rectified at the contractors own expense. Any areas of sinkage shall be topped up with topsoil as required to make good surface levels.

- **Topsoil** – to bring back levels a soil based 70/30 medium coarse sand and screened soil should be added to existing levels.

APPENDIX 2

Cost Estimate for Princes Street East Garden Lawn Reconstruction

Item	Description	Cost ex VAT
S1.1	Site Investigations	£ 7,000.00
S1.2	Design, Planning & Project Management	£ 29,000.00
S1.3	Contractors Preliminaries	£ 15,000.00
S1.4	Site Clearance	£ 4,000.00
S1.5	Earthworks	£ 19,000.00
S1.6	Drainage	£ 40,000.00
S1.7	Lawn Construction	£ 195,000.00
S1.8	Grass Establishment	£ 28,000.00
S1.9	Automatic Irrigation System	£ 65,000.00
	TOTAL	£ 402,000.00
S1.10	1 years maintenance	£ 19,000.00
S1.11	Extra Over cost for synthetic surface reinforcement (range depending on product ie Xtragrass, County Turf)	£126,000.00 to £157,000.00

Cost estimate based on 8000m2 of lawn area and rates received in 2016 for similar landscape projects.

APPENDIX 3
Location Plan

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Landfill and Recycling

Item number	7.2
Report number	
Executive/routine	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 October - December 2016.

The report also updates the Committee on the levels of complaints received by the service over the October to December 2016 period.

Finally, the report provides an update on Trade Waste Compliance and proposes actions to address some of the issues around third party commercial waste bins being left unattended by businesses and a review of the food and glass exemptions that have previously been granted.

Links

Coalition Pledges	P44, P49, P50
Council Priorities	CP8, CP9
Single Outcome Agreement	SO4

Landfill and Recycling

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the contents of this report in respect of landfill, recycling and complaints performance;
 - 1.1.2 approves the proposed approach to tackling increasing examples of businesses leaving waste bins unattended outside of prescribed collection times and to revisit the existing food and glass exemptions granted to businesses. The success of this will be subject to a future report to Committee.

2. Background

Landfill and recycling

- 2.1 Capital Coalition Pledge 49 outlines the Council's commitment towards increasing recycling levels across the city and reducing the proportion of waste going to landfill. This includes targets to reduce the annual landfill tonnage to 118,000 tonnes and to increase the percentage of waste that is recycled to 50%.
- 2.2 Significant progress in implementing the changes required to deliver service improvements and landfill savings have been made since the initial introduction of managed weekly collections in September 2012, and the implementation of an enhanced kerbside recycling service (completed in November 2015), and the gradual increase of communal recycling facilities in high density and tenemental housing areas.

Complaints

- 2.3 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.
- 2.4 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 arising

- 3.1 Year to date waste arising are 166,116 tonnes, 0.7% less than in the same period last year.
- 3.2 It is forecast that the total arising for 2016/17 will be 215,797 tonnes, a 1% reduction on the 217,931 tonnes collected in 2015/16.

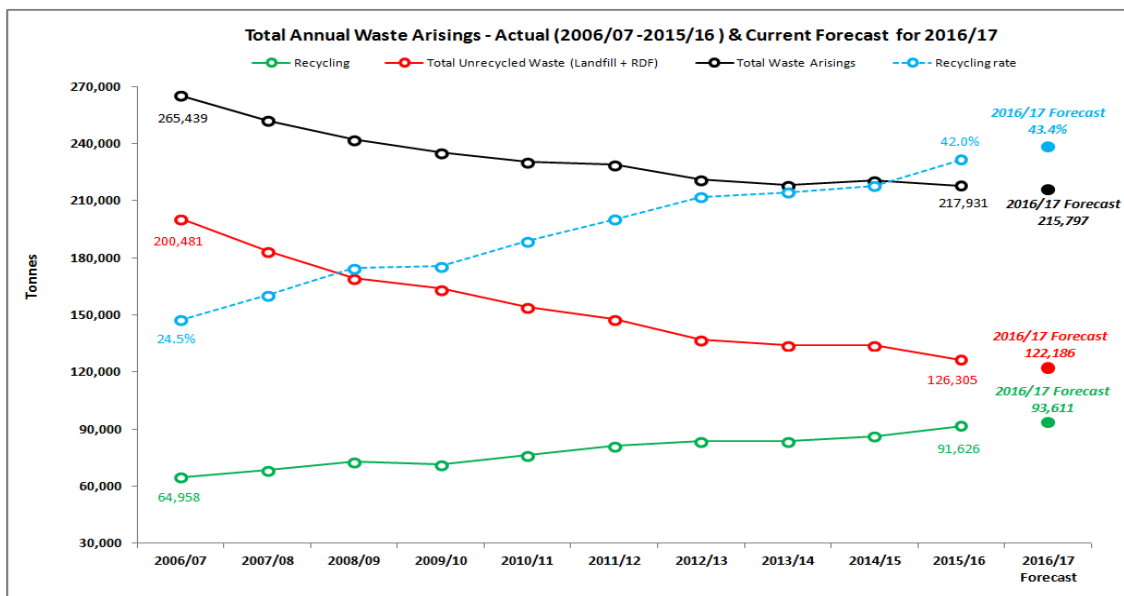


Figure 1: Actual and forecast annual waste arising by year, and by outlet

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	166,991
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	170,640
2015/16	19,424	18,333	20,003	19,533	20,759	18,694	18,796	15,489	16,326	16,618	15,953	18,003	217,931	167,358
2016/17	17,619	20,394	19,154	18,424	20,322	18,566	17,416	16,838	17,383					166,116
% difference previous year	-9.3%	11.2%	-4.2%	-5.7%	-2.1%	-0.7%	-7.3%	8.7%	6.5%					-0.7%

Table 1: Annual waste arising by month

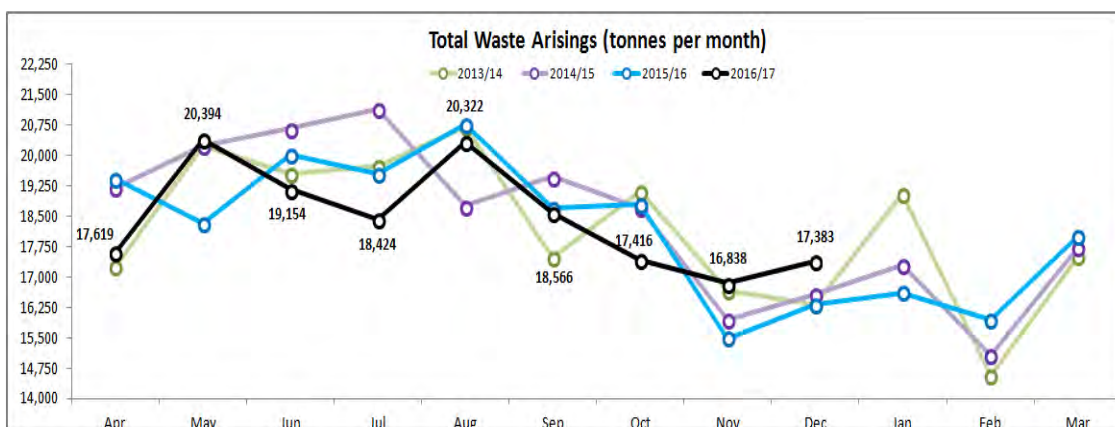


Figure 2: Waste arising by month

Unrecycled waste

- 3.3 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 arising data, and is counted as having been disposed rather than recycled, but does not attract Landfill Tax.
- 3.4 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.
- 3.5 It is forecast that 119,126 tonnes of unrecycled waste will be disposed of via landfill in 2016/17. This is 1,126 tonnes more than the Capital Coalition Pledge 49 which has a target of reducing landfill tonnage to 118,000 tonnes.
- 3.6 In the year to date 92,617 tonnes of unrecycled waste has been collected. This is 2.6% less than the same period in the previous year and 4.2% higher than forecast.

RESIDUAL - LANDFILL & REFUSE DERIVED FUEL				
Year	Oct	Nov	Dec	YTD
Unrecycled 2014/15	11,347	10,032	11,069	101,613
Unrecycled 2015/16	10,870	8,907	10,368	95,098
Unrecycled 2016/17	10,117	9,975	10,788	92,617
% difference previous year	-6.9%	12.0%	4.1%	-2.6%
Forecast	9,923	9,084	9,214	88,910
Diff btwn actual and Forecast (tonnes)	195	891	1,574	3,707
% diff btwn actual & Forecast	2.0%	9.8%	17.1%	4.2%

Table 2: Unrecycled waste: actual, forecast, % difference.

Recyclable waste

- 3.7 The citywide recycling rate for 2016/17 is forecast to be 43.4%, against the Capital Coalition Pledge 49 target of 50%. This will represent a 1.4 % improvement on the 42% achieved in 2015/16. The year to date recycling rate is 44.2%, an increase of 1.1%.

Year	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
2013/14	36.8%	42.6%	44.3%	43.1%	38.8%	40.2%	37.1%	36.3%	35.9%	38.40%
2014/15	40.8%	43.4%	45.3%	42.4%	40.3%	40.0%	39.3%	37.0%	33.2%	39.10%
2015/16	43.6%	43.9%	44.4%	47.7%	42.9%	43.8%	42.2%	42.5%	36.4%	43.2%
2016/17	44.8%	44.0%	47.7%	48.4%	47.7%	43.8%	41.9%	40.8%	37.9%	44.2%
% points difference on previous year	1.2%	0.11%	3.3%	0.7%	4.8%	0.1%	-0.3%	-1.7%	1.5%	1.1%

Table 3: Monthly and YTD Recycling Rates 2013/14 - 2016/17

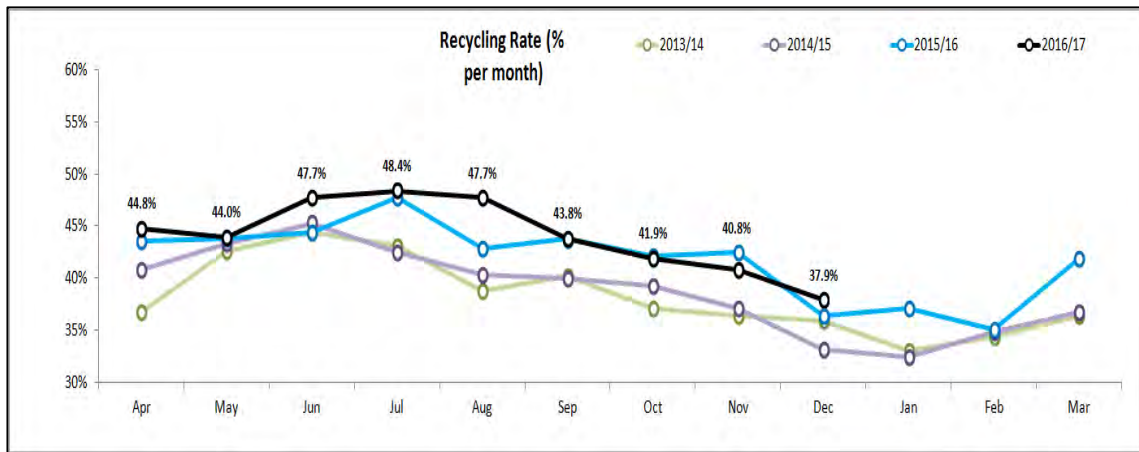


Figure 4: Monthly recycling performance by year

3.8 A breakdown of recycling tonnages by collection scheme is provided in Table 4 below and shows that improvements in recycling performance have been seen in both the kerbside dry mixed and glass recycling service and food waste recycling service with year to date increases on the same period last year of 9% and 8% respectively. Other services with significant year to date increase include on street communal packaging bins (39%) and 'other streams' (22%).

Recycling - Collection Stream Summary							
	Dec-15	Dec-16	Change	YTD (2015/16)	YTD (2016/17)	YTD Change	
Recycling Stream	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	% change
Garden Waste - kerbside	730	798	68	20,007	20,973	966	5%
Community Recycling Centres	938	1,122	184	16,140	15,231	-909	-6%
Kerbside Recycling - green bin & blue box	1,988	2,024	37	14,843	16,179	1,336	9%
Food Waste	839	781	-58	6,394	6,916	522	8%
Recycling Banks (glass,paper,textiles,books)	460	647	187	4,546	4,093	-453	-10%
Packaging bins - on street communal	409	528	119	2,821	3,915	1,094	39%
Other streams (Nathans, Parks/Greenspace)	258	323	65	2,936	3,588	652	22%
Mechanised Street sweepings	219	283	64	2,498	1,638	-860	-34%
Paper - wheeled bins	0	29	29	1,271	492	-779	-61%
Manual Street sweeping	119	59	-59	805	474	-330	-41%
Total Recycling	5,959	6,594	635	72,260	73,499	1,239	1.7%
Recycling rate	36.4%	37.9%	1.5%	43.2%	44.2%	1.1%	2.5%

Table 4: Recycling by stream - YTD 2015/16 & 2016/17

3.9 Issues identified with the Mechanised Street Sweepings are now resolved with the Council's contractor making arrangements to have these consistently delivered for reprocessing. This saw the figure increase by 64 tonnes on the December 2015 figure. Manual Street Sweepings are down by 41% due to the half of the city's cleansing fleet arising currently going directly to landfill. This is a temporary measure whilst arrangements are made for the reconfiguration of our outlet in the east of the city. It is estimated that this will be in place by April 2017.

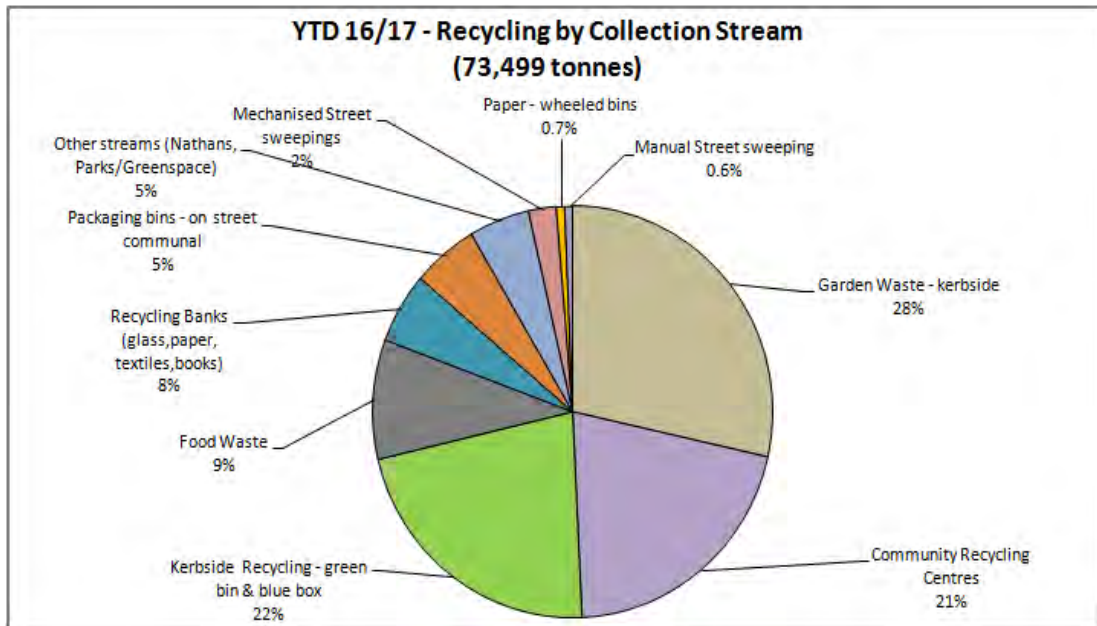


Figure 3: Recycling by stream/service

Recycling: Food Waste

3.10 Increases continue in the tonnage of food waste collected for recycling, with an increase of 1.1% in this quarter versus the previous year. Year to date, 6,135 tonnes of food waste has been collected compared to 5,555 tonnes for the same period in 2015/16. This is 10.5 percentage points more than the year to date of the previous year.

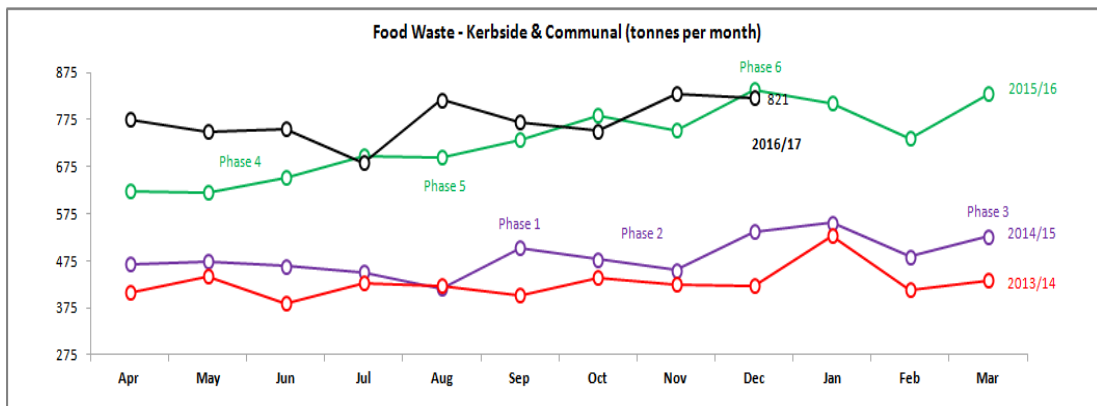


Figure 5: Combined food recycling tonnages by month.

Kerbside Recycling

3.11 Similarly, the kerbside recycling service demonstrates an upward trend overall. Year to date 16,179 tonnes of kerbside recyclate has been collected compared to 14,843 tonnes for the same period in 2015/16. This is nine percentage points more than the year to date of the previous year.

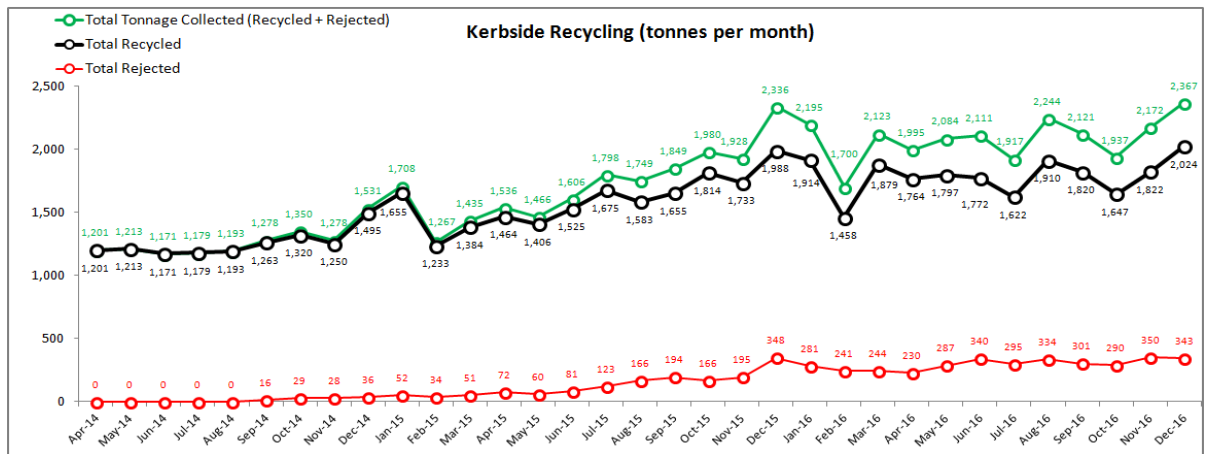


Figure 6: Kerbside green bin and blue box recycling tonnages by month

- 3.12 A contract for the Receipt and Processing of Dry Recyclable Materials from Kerbside and Communal Recycling Collections was awarded to Biffa Waste Services Ltd on 17 November 2016. The Contract Commencement Date was 29 November 2016 and implementation took place on 5 December 2016. Despite implementation being immediately prior to the festive period there was no disruption to service and the contract is functioning as envisaged
- 3.13 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 for blocks of flats, and in particular on street recycling points in high density areas.

Complaints

- 3.14 Weekly complaints numbers since 2014 are detailed below.

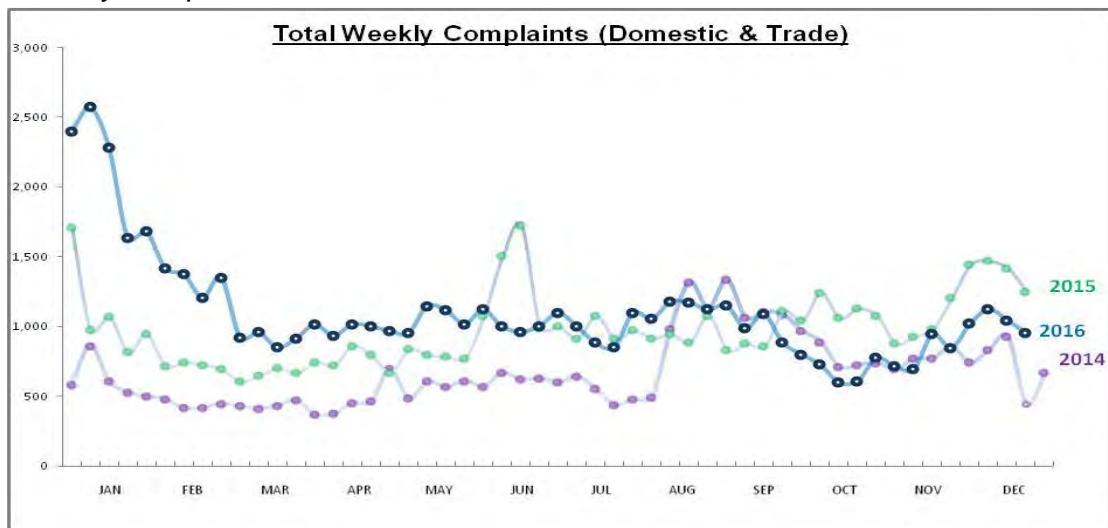


Figure 7: Combined complaints by year

- 3.15 On average during October - December, 835 complaints a week were received by the Waste and Cleansing Service representing a 20% reduction in average weekly complaints for the period July - September 2017 (1,042 per week). With approximately 480,000 collections a week, this represents 0.17% of collections resulting in a customer complaint. The majority of complaints relate to non

collection of waste but these include complaints where the waste was presented late, was contaminated or where access was blocked.

- 3.16 In this reporting period the largest number of complaints is missed food waste kerbside containers. This may be down to the fact that these containers are more difficult to see as the daylight hours get shorter. Other actions to continue the reduction in complaints are contained in the Waste and Cleansing Improvement Plan which is the subject of a separate report to this Committee.

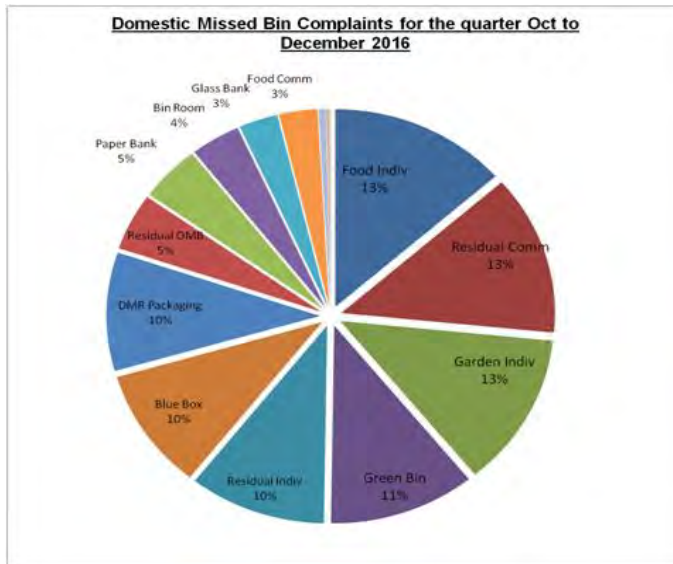


Figure 8: Combined household waste service complaints by service

Trade Waste Compliance and Street Scene Initiative

- 3.17 Complaints about overflowing communal bins are sometimes due to near-by businesses using them to dispose of their commercial waste rather than putting in place a waste and recycling collection contract as required by waste regulations. As part of the Transformation Programme a new Waste Compliance Team started on 1 September 2016. The team, comprising of five Environmental Wardens and a Team Leader focus their work visiting businesses and identifying those that are complying with waste regulations and taking enforcement action on non compliant businesses.
- 3.18 During the reporting period, 60% of businesses visited were waste compliant. The team will continue to visit, advise and monitor businesses and where necessary take enforcement action to ensure that they have appropriate waste collection arrangements in place and are not improperly using services and facilities designed for household waste.

Quarter 3	Compliance visits	Businesses compliant	Fixed Penalty Issued	Reg 4 Issued	Section 47 Issued
Oct – Dec 16	1 337	811	52	526	0

Table 5: Trade Waste Compliance Visits by Action Taken Oct - Dec 2016

- 3.19 The Street Scene initiative can be considered to have been a success throughout the roll out of the project phases. It is however becoming apparent that further reinforcement of the requirements of time window presentation is required amongst businesses. The Waste Compliance team and Locality colleagues do continue to undertake visits and challenge businesses who incorrectly present their waste.
- 3.20 It is however acknowledged that since the formal roll out phases of the project have largely concluded the transition to business as usual has reduced the emphasis on ensuring only businesses that require exemptions for food and glass are granted them, and ensuring that businesses adhere to the policy guidelines.
- 3.21 In order to address these issues it is proposed that Locality colleagues take a lead in issuing food and glass exemptions going forward. All those businesses that have been granted an exemption will be visited by the Waste Compliance team to assess whether their exemption is required. Furthermore, where a location is highlighted as being problematic in terms of bins presented outside of collection hours then the area will be targeted for action by the Waste Compliance team.

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 charges 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 6.

	2015 - 16	2016 - 17
Disposal Costs	Quarter 3 (Oct-Dec)	Quarter 3 (Oct-Dec)
Refuse Derived Fuel (RDF)	£186,679	£90,243
Landfill	£3,170,648	£3,539,135
Freight / Haulage	£260,465	£431,516
Total monthly Disposal costs	£3,617,793	£4,060,894

Table 6: Disposal Expenditure 2015/16, 2016/17

- 5.2 The amount of unrecycled waste collected (30,881) in Quarter 3 is up 2.4% compared to the same quarter last year. Owing to the closure of Powderhall in December; all waste on the site had to be completely removed and alternative tipping arrangements put in place incurring road haulage costs to transport the waste to Dunbar. In addition, there is a significant drop in waste being disposed of via RDF as a result of market conditions. This accounts for the rise in the landfill and freight/haulage costs incurred during this period.

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 and Cleaning 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

None

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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	CP8 – A vibrant, sustainable local economy
	CP9 – An attractive city
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, 21 March 2017

Smarter Choices, Smarter Places Programme 2017-2018

Item number	7.3
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

In December 2016, Transport Scotland informed The City of Edinburgh Council of its indicative revenue funding allocation for “Smarter Choices, Smarter Places” (SCSP) activities during 2017/18. The total amount allocated from Scottish Government is £456,081, with 50% match funding required from the Council. The funding will be applied primarily to behaviour change methods, aimed at persuading people to consider, and reduce, the number of driver-only private car journeys that they make during 2017/18. This report seeks Committee's approval for the broad programme of initiatives for 2017/18 and to delegate powers to the Senior Manager - Roads Network, in consultation with the Convener and Vice Convener, to further develop and deliver a plan and detailed programme for spending these monies.

Links

Coalition Pledges	P45, P50
Council Priorities	CP2, CP4, CP9, CP11, CP12
Single Outcome Agreement	SO2, SO4

Smarter Choices, Smarter Places Programme 2017-2018

1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 notes the allocation of £456,081 of revenue funding from Scottish Government in 2017/18 on a 50% matched basis as part of the Smarter Choices, Smarter Places initiative, to pursue and enhance the promotion of sustainable transport;
 - 1.1.2 agrees the broad programme of initiatives, as set out in the report; and
 - 1.1.3 agrees to delegate powers to the Senior Manager – Roads Network, in consultation with the Convener and the Vice Convener, to further develop and deliver a plan and detailed programme for spending these monies, as previously agreed for the 2015/16 and 2016/17 programmes.

2. Background

- 2.1 As part of a Smarter Choices, Smarter Places (SCSP) project, funded by Transport Scotland, seven communities across Scotland undertook pilots from 2008 to 2012, to encourage more people to reduce their car use in favour of more sustainable alternatives such as walking, cycling and public transport. This resulted in the following:
- Attitudes towards walking and cycling generally became more positive, particularly in relation to new infrastructure.
 - Cycling and walking increased in most pilot areas.
- 2.2 In 2015/16, the Council was allocated £452,081 for Smarter Choices, Smarter Places with 50% match funding required from the Council and its partners. In 2016/17, the Council was awarded £642,663, making use of an offer to bid for additional funding. A summary of the projects delivered is available in Appendix 1.
- 2.3 The SCSP programme for 2016/17 is in the process of being delivered, and this has resulted in the following outputs/outcomes so far:
- engagement with a greater number of large employers to offer workplace travel planning support, 57 workplace sites reached in 2016/17;
 - community engagement for and design and roll-out of a 20mph marketing campaign to promote city-wide 20mph speed limits;

- further development of the city-wide dropped kerb and guardrails survey; and
 - development of the original 'On Foot, by Bike' campaign, to include route-specific marketing.
- 2.4 The broad categories for the SCSP programme 2017/18 include:
- route marketing;
 - travel planning;
 - research and development; and
 - 20mph and active travel street management.

3. Main report

- 3.1 The initial amount allocated from the Scottish Government, through Transport Scotland, to The City of Edinburgh Council is £456,081 in 2017/18. The offer of funding is on the condition that it is matched by the local authority/partners, on a 50/50 basis. It is currently anticipated that there will be sufficient eligible match spending from the footway renewals and improvements capital budget.
- 3.2 A list of the type of projects eligible for funding is provided in the Guidance on the Paths for All website (an extract is provided in Appendix 2).
- 3.3 The suggested programme for the city, using the Smarter Choices, Smarter Places funds in 2017/18 (Appendix 3), is currently proposed to include:
- marketing and communications campaigns;
 - travel planning (including the provision of Travel Planning staff, in support of Local Transport Strategy Policy TravPlan2, to develop and deliver the Council's own travel plan);
 - overall project management and evaluation activities; and
 - walking and cycling promotion initiatives.
- 3.4 The suggested programme will require consultancy support to deliver the projects in the given timeframe, for example for the Travel Planning element. Approval will be sought from the Finance and Resources Committee on 23 March 2017 to appoint consultants.

Travel Planning

- 3.5 It is planned to continue to grow the Travel Planning project, to reach a greater number of workplaces and employees in Edinburgh. Growth has been possible between 2015/16 and 2016/17, where 31 workplace sites were involved in the first year, and 57 in the second year. For this third year, it is planned to continue to engage with these organisations as well as seeking to engage with other large employers. It is also planned to try new innovative approaches to Travel Planning to continue to offer effective incentives to travel actively and sustainably for work purposes.

Route Marketing

- 3.6 Among the most successful aspects of the pilot projects was the design and use of a commonly recognisable travel information brand. Market research, carried out by the Council, supports 'On Foot' and 'By Bike' as easily understandable brand names for walking and cycling information. Continuing to raise awareness of the information available on active travel, and of the active travel routes, QuietRoutes, is a major part of the proposed SCSP programme for 2017/18. The Council has produced walking and cycling maps, showing the QuietRoutes, and these will be distributed widely as part of project delivery.

Research and Development

- 3.7 These projects involve continuing to build the Council's capability to understand users, and potential users, of the active travel network. This element of the programme will include various market research, monitoring and feasibility projects.

20mph and Active Travel Street Management

- 3.8 It is planned to continue the education and awareness campaign for the roll-out of 20mph speed limits. This includes community engagement, and a social marketing campaign to raise awareness. Active travel street management projects involve improving the environment for walking and cycling.
- 3.9 The Council plans to submit a bid for additional funding, should other local authorities not bid for their full allocation. The additional funding bid will be to a value of £254,000, to include projects such as additional work on the early stages of developing a wayfinding system for Edinburgh, to take this to a more advanced stage of development. It is also proposed for additional funding to be used to further grow the travel planning project in workplaces, to reach a greater number of employers, and offer greater incentives for travelling actively/sustainably to work. Match funding has been identified for the full amount of funding for which the Council would be submitting a bid.

4. Measures of success

- 4.1 Measures of success are likely to be based on those for 2015/16 and 2016/17 (see Appendix 2). In summary these cover:
- Increased awareness of active travel routes in the target area (%).
 - Increased awareness of sustainable travel facilities in the target area (%).
 - Increases in active travel (% mode share).
 - Provision of signs and maps to key local destinations in the target area by foot and bike (number).
- 4.2 Results of the 2015/16 project revealed that there was a slight improvement in use of active modes, and a reduction in single occupancy car use. At the initial travel survey, 11% of respondents walked, 11% cycled, 23% travelled by bus and 35% travelled by car on their own. The follow up survey showed that 11% travelled on

foot; 19% travelled by bike; 22% travelled by bus and 29% travelled by car (single occupancy). It should however be noted that, given the small sample size, it is possible that people with an interest in active travel and sustainability may have been more likely to complete the follow-up surveys.

- 4.3 The follow up survey showed that 24% were very likely or likely to travel more actively and sustainably as a result of taking part in the workplace travel planning project. 23% of respondents reported to have driven less; and 41% of respondents report to have walked more as a result of taking part in the travel planning project. These results are encouraging, but it is important to note again the small sample size, compared with the much larger sample size for the 'before' surveys.
- 4.4 The monitoring results of the project in 2016/17 will be collected over the next three months, but it is envisaged that the sample size for the 'after' surveys will be much larger, to enable more conclusions regarding impact on attitude and behaviour towards active and sustainable travel to be drawn from the data.
- 4.5 Longer term measurements are made of:
 - Increases in local walking/cycling/public transport journeys, over the baseline (%).
 - Reductions in single occupancy car/van journeys, over the baseline (%).

5. Financial impact

- 5.1 It is proposed to match the SCSP funding via the Council's capital spending on footway renewals and improvements, as agreed with Paths for All, who administer the funds on behalf of Transport Scotland.

6. Risk, policy, compliance and governance impact

- 6.1 It is important that the programme can be managed and adjusted effectively during the financial year. With this in mind, the Committee is being asked to agree to delegate powers to the Senior Manager – Roads Network, in consultation with the Convener and the Vice Convener, to further develop and deliver a plan and detailed programme for spending these funds, as was previously agreed for SCSP programmes in 2015/16 and 2016/17.
- 6.2 The SCSP programme provides a positive impact in delivering the Local Transport Strategy and allows progress to be made in delivering a key component of the Active Travel Action Plan (ATAP), to improve active travel marketing. Without the SCSP funding, there would be little or no progress on this important aspect of the ATAP.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment is in progress for SCSP and this will continue into 2017/18.
- 7.2 There are likely to be positive impacts on enhancing the range of human rights. In particular, the project promotes: an increased awareness of vulnerable road users; participation in active travel; the health and social benefits associated with active travel.

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. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions and help achieve a sustainable Edinburgh, as the project will help develop and contribute towards the outcomes of the Active Travel Action Plan and Sustainable Energy Action Plan.

9. Consultation and engagement

- 9.1 Consultation has taken place on both the Local Transport Strategy and Active Travel Action Plan.
- 9.2 Consultation with the Active Travel Forum has taken place on the content of the SCSP programme 2017/18 and suggestions have been included, where possible and appropriate.

10. Background reading/external references

- 10.1 [Active Travel Action Plan](#)
- 10.2 Go Smarter, Transport Scotland, March 2013
(<http://www.transportscotland.gov.uk/environment/smarter-choices-smarter-places>)
- 10.3 [Paths for All, Application Guidance for 2017/18](#)

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11. Links

Coalition Pledges	P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council Priorities	CP2 - Improved health and wellbeing: reduced inequalities CP4 - Safe and empowered communities CP9 - An attractive city CP11 - An accessible connected city CP12 - A built environment to match our ambition
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 - Summary of SCSP projects since funding was made available 2 - Paths for All Website Extract relating to 2017/18 projects Eligibility 3 - Draft Proposed SCSP Programme 2017/18 4 - Indicative funding for SCSP Programme 2017/18

Appendix 1 - Summary of SCSP projects since funding was made available:

	2015/16	2016/17	2017/18
Travel Planning for external organisations	x	x	x
Travel Planning for the Council	x	x	x
Development work for creating a wayfinding system	x	x	x
Led walks	x	x	x
led cycle rides	x	x	x
QuietRoutes advertising campaign		x	x
'On Foot, by Bike' advertising campaign	x	x	x
Car free day at the Causey			x
Active Travel events	x	x	x
Survey focusing on attitudes towards walking and cycling on City Centre streets			x
Developing a future marketing action plan	x	x	x
Bike Life		x	x
Feasibility study on providing grants for cycle parking in tenements			x
Community engagement for 20mph roll-out	x	x	x
Street design officer			x
Street clutter warden			x
Travel plan officer			x
Street design guidance staff training	x	x	x
GIS dropped kerb survey	x	x	x
Council walking and cycling web page improvements	x	x	x
"Dr Bike" Sessions	x	x	x

'Walk once a Week' school engagement	x	x	x
Distribution of balance bikes to nurseries	x		
Fringe festival advertising	x		
Technical street audits for street design guidance	x		
"Walk Hack"	x		
Cramond inter-generational school project	x		

Eligibility

Smarter Choices, Smarter Places 2017/18



Paths for All is administering £5 million of Scottish Government funding for local authorities to encourage less car use and more journeys by foot, bicycle, public transport and car share. The Smarter Choices, Smarter Places funds for 2017/18 are allocated on a population basis to the local authorities, to enable projects to be implemented from April 2017.

Applications for projects should be received by Paths for All by 3 February 2017. Detailed guidance on Smarter Choices, Smarter Places and details of potential funding and eligibility can be found [here](#).



 [SCSP 2017.18 Application Guidance \(826.42 kB\)](#)

Previous projects have ranged from the introduction of 20MPH zones and car share to active travel hubs, community engagement and personal travel planning for school children moving to High School.

Projects that are allocated funding should be completed by 31 March 2018 and must encourage and promote active and sustainable transport as the entire focus of the initiative, or as a significant element of the initiative. They can include:

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

If you would like to find out more, contact the SCSP team at scsp@pathsforall.org.uk

Appendix 3 - Draft Proposed Programme 2017/18

1. Travel Planning

- Progressing with actions of the newly-refreshed travel plan for the City of Edinburgh Council
- Continue to engage with external organisations to provide travel planning initiatives and support
- Travel Planning/ research and development officer

2. Route Marketing

- Development work for creating a wayfinding system
- Led walks and led cycle rides, raising awareness of existing active travel routes and encouraging non-regular cyclists and walkers to gain confidence in a group setting
- QuietRoutes advertising campaign, raising awareness of existing active travel routes
- Car free day at the Causey
- Active Travel events

3. Research and Development

- Survey focusing on attitudes towards walking and cycling on city centre streets
- Bike Life, a partnership study with Sustrans, researching public attitudes towards cycling
- Feasibility study on providing grants for cycle parking in tenements

4. 20mph and Active Travel Street Management

- Community engagement in areas of the city where 20mph will be rolled out during 2017/18
- Street design officer
- Street clutter warden

Smarter Choices, Smarter Places Proposed Funding for 2017-18

Based on population with a £50k floor.

Local Authority	Indicative Allocation with a Minimum of £50k
Aberdeen City	210,618
Aberdeenshire	239,520
Angus	106,886
Argyll & Bute	79,447
Clackmannanshire	50,000
Dumfries & Galloway	136,849
Dundee City	135,514
East Ayrshire	111,604
East Dunbartonshire	97,798
East Lothian	94,223
East Renfrewshire	84,979
Edinburgh, City of	456,081
Eilean Siar	50,000
Falkirk	144,886
Fife	336,550
Glasgow City	554,400
Highland	214,056
Inverclyde	72,690
Midlothian	79,904
Moray	87,328
North Ayrshire	124,469
North Lanarkshire	309,284
Orkney Islands	50,000
Perth & Kinross	137,087
Renfrewshire	159,607
Scottish Borders	104,262
Shetland Islands	50,000
South Ayrshire	102,772
South Lanarkshire	289,141
Stirling	84,878
West Dunbartonshire	81,916
West Lothian	163,255
	5,000,000

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Waste and Cleansing Improvement Plan – Progress Update

Item number	7.4
Report number	
Executive/routine	Executive
Wards	All wards

Executive Summary

There continues to be good progress made in delivering the actions contained within the Waste and Cleansing Improvement Plan.

There also continue to be signs of improvement, with indications that the actions taken are having a positive impact on the overall performance of the service. This is expected to continue whilst officers focus on delivering the remaining actions and the changes made become embedded into the service.

There have been delays to some actions and these are detailed in the report, however, the majority of the actions are either on target or have been completed.

Links

Coalition Pledges	P44, P49, P50
Council Priorities	CP8, CP9
Single Outcome Agreement	SO4

Waste and Cleansing Improvement Plan – Progress Update

1. Recommendations

- 1.1 That the Committee note the progress made on implementing the actions within the Improvement Plan to date, with majority of actions being on track or completed.

2. Background

- 2.1 The Waste and Cleansing Improvement Plan was developed in response to concerns from elected members and members of the public over the perceived poor quality of waste collection and street cleansing services.
- 2.2 The [Improvement Plan](#) was approved at Transport and Environment Committee [1 November 2016](#) and the first progress update provided to Committee on [17 January 2017](#).
- 2.3 As part of the approval of this plan, elected members requested that regular progress updates are provided to the Committee to provide assurance that actions are being completed or on target.

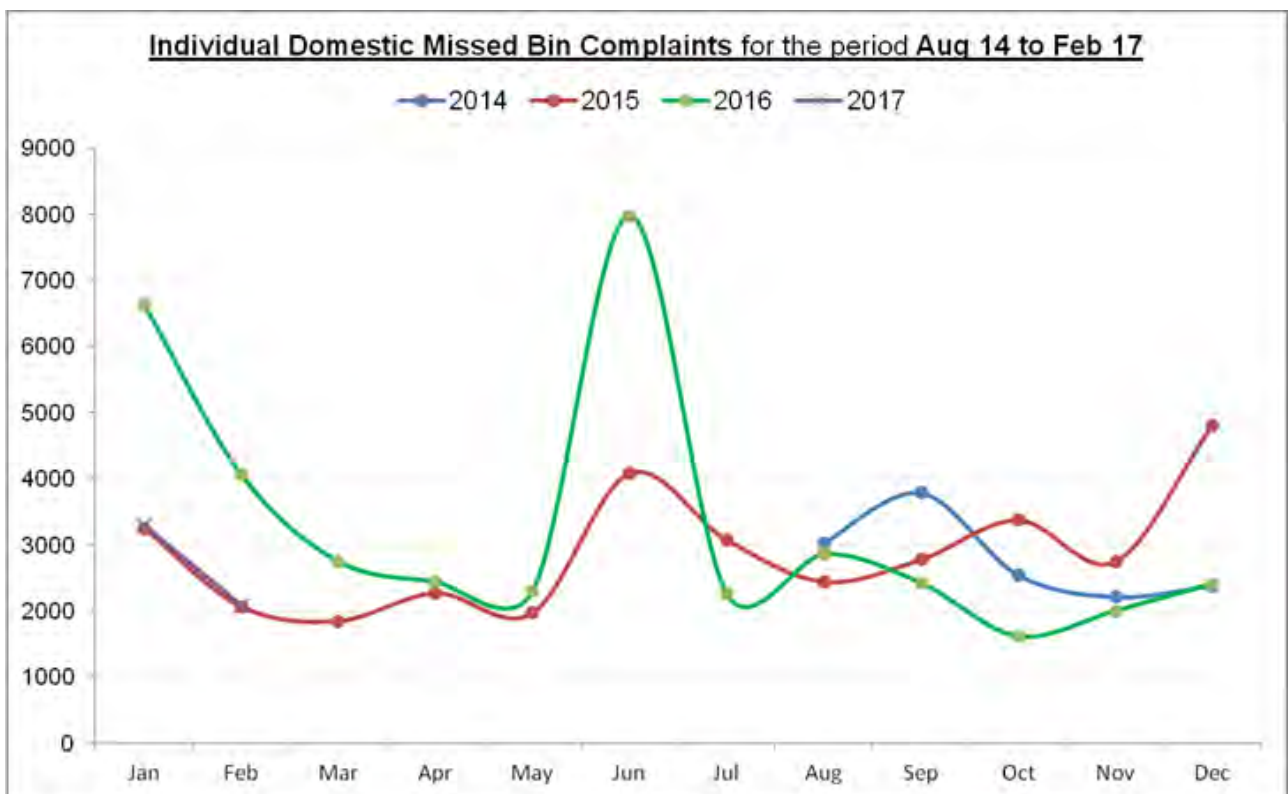
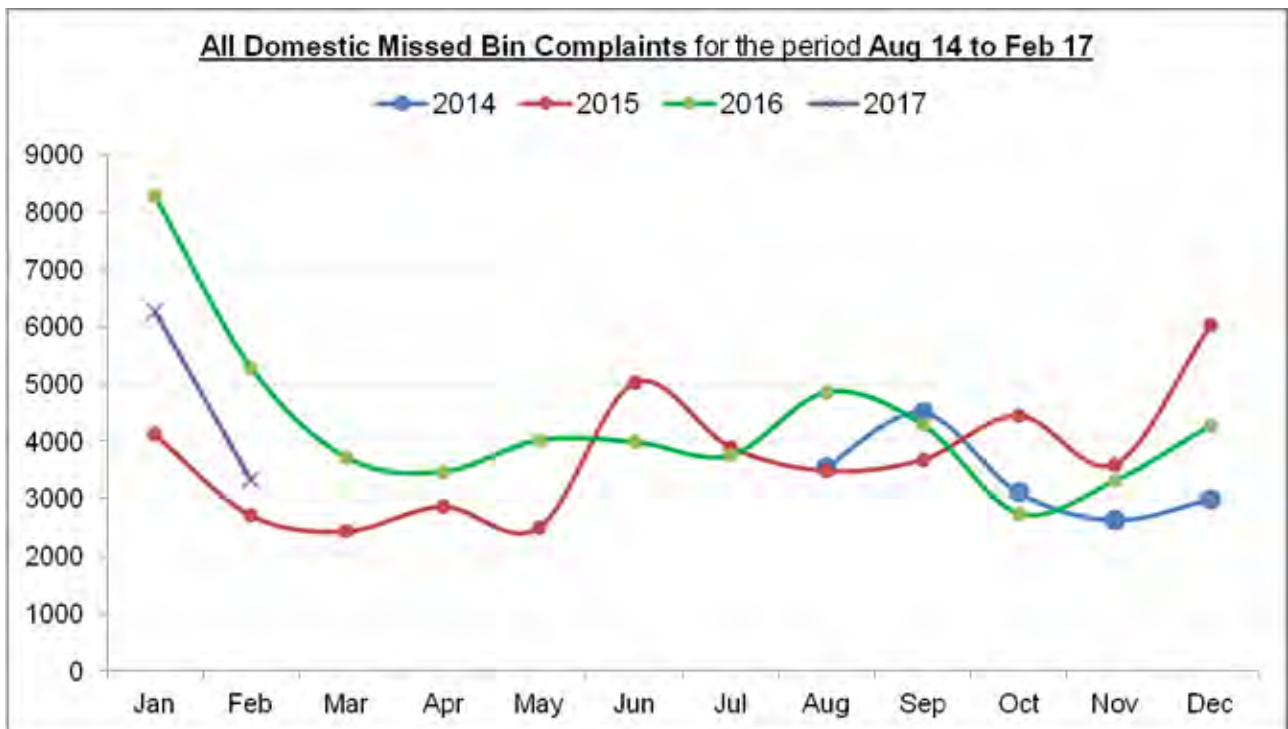
3. Main report

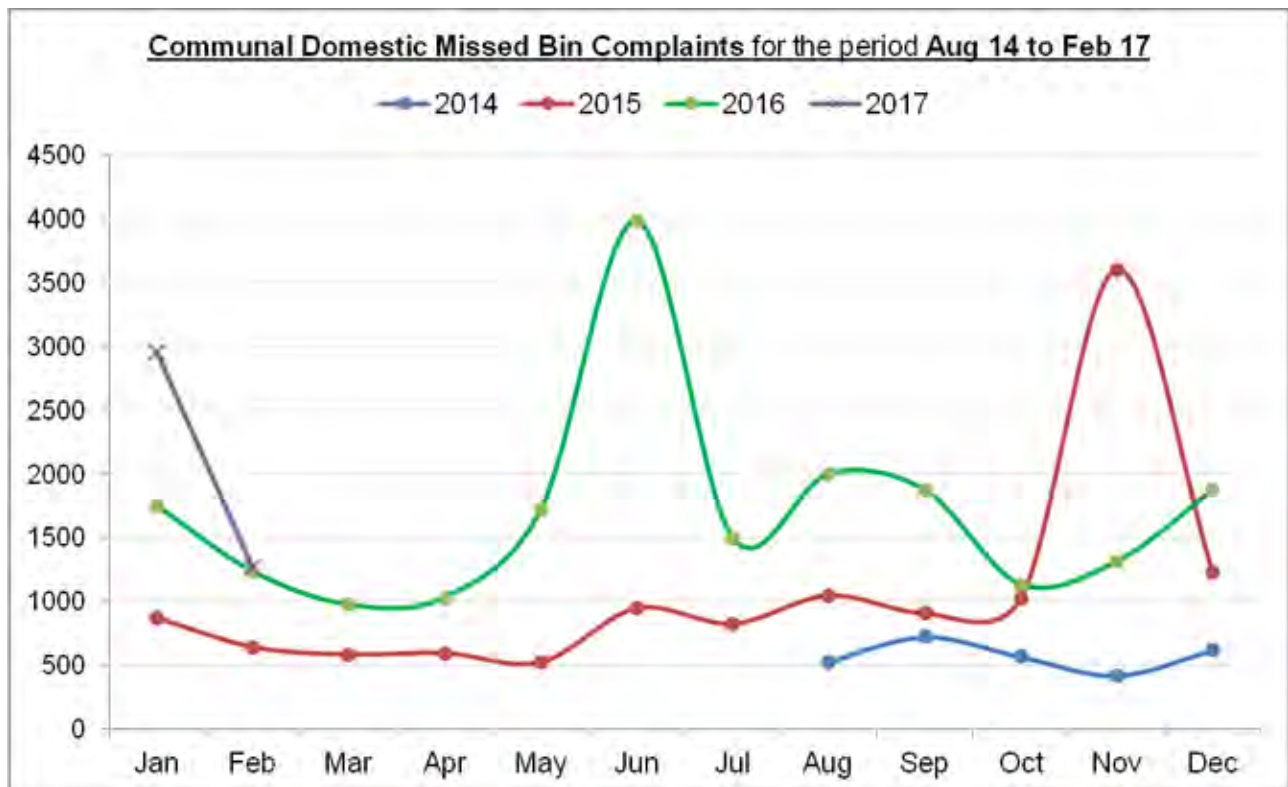
- 3.1 The Waste and Cleansing Improvement Plan sets out 65 key actions required to help move the service forward and to deliver an improved local environment in Edinburgh.
- 3.2 Updates on all actions are attached at Appendix 1.
- 3.3 Good progress has been made to date. Out of a total of 65 actions, 47 actions have been achieved and three actions are progressing on target. The remaining 15 actions are being taken forward as detailed in the appendix.

Impact to date

- 3.4 There continue to be positive signs of improvement, with indications that the actions taken towards delivering the plan are having a positive impact on the overall performance across the service.

3.5 The following graphs show the number of missed bin complaints between August 2014 and February 2017. These have been shown as total missed bins complaints, and further split between individual bins and communal bins.





3.6 An analysis of the data shows that:

- Individual missed bin complaints in 2017 closely match those seen in 2015; and a reduction of 3,332 (or 50%) in January and 1,986 (or 49%) in February against the same periods in 2016.
- Communal missed bin complaints in 2017 were significantly higher in January compared to previous years (1,207, or 69%, higher) however dropped back to a comparable figure in February (33, or 3%, higher).
- Overall, missed bin complaints in January and February 2017 have been lower than those experienced in 2016 (24% and 37% lower respectively) however remain higher than those experienced in 2015 (52% and 23% higher respectively).

3.7 At 96%, February's city-wide performance for street cleansing enquiries resolved within timescale exceeds the minimum 85% target. This is an improvement on the previous month (94% resolved within timescale) and a marked improvement on February 2016 when 77% of enquiries were resolved within timescale. There was also a 19% drop in the number of enquiries received in February compared to the previous month. Moreover, there were 25% less enquiries compared to the same period last year.

3.8 A continued proactive approach to dumping and fly tipping has seen a significant decrease in reports in February; with a 28% decrease in reports logged for the same period last year.

Progress against key actions

- 3.9 At the outset of the Improvement Plan a number of households were identified as having repeat issues with missed collections. The root cause of the issues was investigated and resolutions identified for all locations. Where a resolution has been implemented the issues have been resolved. Some resolutions, particularly in communal areas, are longer term and will continue to be progressed as a priority.
- 3.10 Good progress continues to be made in recruiting additional permanent supervisors and frontline staff. As the service builds a settled, permanent workforce with a settled supervisory structure a further reduction in missed collections is expected as crews become more familiar with their routes.
- 3.11 The Spend-to-Save proposal for Routesmart Routing Software was approved by Finance and Resources Committee on [19 January 2017](#) and Full Council on 9 February 2017 and a presentation of the system, and its benefits, has been made to elected members following the request at January's Transport and Environment Committee.
- 3.12 Routesmart will be implemented on a phased approach and the plan for this is currently being developed with the Council's ICT provider, CGI.
- 3.13 The ongoing focus on trade waste abuse of communal bins has been very successful, with significant local and national media coverage and positive feedback from residents and businesses. As a supplement to their annual business rates statements, all businesses within the city have received an information leaflet on their requirement to have a sufficient trade waste contract in place. Contact has been made with colleagues from the Business Gateway service to help promote requirements to have trade waste contracts in place.
- 3.14 The rollout of the 'Our Edinburgh' campaign in the Leith Walk area was well received, with good coverage on social media. The second phase of the campaign took place in Gorgie/Dalry (commencing on the 6 February 2017 and continuing throughout February). This phase of the campaign tackled dumping, dog fouling, trade waste abuse and correct use of recycling bins. As with the first phase, the second phase has been well received. The campaign has been shortlisted for two Awards at the LEQ Awards (Local Environment Quality Awards) in the 'Campaign of the Year' and 'Programme of the Year' categories.
- 3.15 On Tuesday 17 January 2017, Committee approved the introduction of a new charging structure for Special Uplifts. The revised charges were implemented on Monday 23 January 2017. The impacts of the new charges will continue to be monitored over the course of the 2017/18 financial year.

- 3.16 The table below compares the number of bookings and items in February 2016 and 2017 against the number of dumping and fly-tipping reports:

	Special Uplifts		Dumping and fly-tipping
	Uplifts	Items	
February 2016	676	2,753	558
February 2017	1,345	3,383	399
Difference	+669 (+99%)	+630 (+23%)	-159 (-28%)

- 3.17 Whilst the change to the Special Uplifts will be a factor in this, a number of the other actions outlined in the plan will also contribute towards the reduction in dumping and fly-tipping such as: the increase in resources to deal with fly-tipping; staff proactively dealing with any dumping and fly-tipping they find; and the communication campaign to raise residents' awareness on disposing of their waste correctly.
- 3.18 The feasibility study into the opportunities to work with the voluntary sector to undertake collections is currently being carried out by Changeworks and AEA Riccardo via funding from Zero Waste Scotland. Positive discussions have taken place with a variety of charities to determine their interest and capability to work with the Council to undertake collections and increase the reuse of items. A findings report from this feasibility study is due and will be considered by management before progressing.
- 3.19 The three weekly garden waste collection service commenced on 6 March 2017. The change was communicated to residents via the 2017 calendar; information on the website; residents' bins stickered and tagged; lamppost wraps; social media and targeted online digital campaign; and a press release. An additional uplift was provided the week of 27 February 2017 for residents waiting over four weeks between uplifts during the changeover to aid with the transition.
- 3.20 Whilst progress has been positive, it is acknowledged that a significant and sustained improvement is required. This requires a major focus from the Council and the delivery of all the actions within the plan, alongside a high quality day-to-day frontline service. Staff within the service continue to have a good understanding of the need for change and their role in achieving this.

4. Measures of success

- 4.1 The number of complaints about waste and cleansing services will reduce.
- 4.2 Customer satisfaction with waste and cleansing, as measured by the Edinburgh People's Survey, will increase.
- 4.3 The percentage of enquiries relating to Waste and Cleansing services logged via the Customer Service Centre that are resolved at the point of contact will increase.

5. Financial impact

- 5.1 Any expenditure associated with the Improvement Plan is anticipated to be contained within existing resources. If a need for additional funding is identified, then this will be progressed through a separate report following the appropriate governance arrangements.

6. Risk, policy, compliance and governance impact

- 6.1 The information contained in this report is a progress update on an approved plan. There are no perceived governance, policy or risk implications associated with this report. Where policy changes may be required as a result of the actions within the Improvement Plan, these matters will be taken forward by way of a separate report to the relevant committee for approval.

7. Equalities impact

- 7.1 There are no identified equalities impacts resulting from this report.

8. Sustainability impact

- 8.1 Improvements in the quality of our Waste and Cleansing Service will contribute towards a reducing the amount of waste to landfill, increasing the amount of recycling and improving the quality of Edinburgh's local environmental quality.

9. Consultation and engagement

- 9.1 Officers from the Waste and Cleansing Service have been attending local community meetings to give an overview of the plan to residents
- 9.2 A consultative forum with a focus group of residents has been convened, with the first meeting taking place in December 2016. The second meeting is due to take place in April 2017.

10. Background reading/external references

- 10.1 [Waste and Cleansing Improvement Plan – Item 7.1](#) Transport and Environment Committee 1 November 2016.
- 10.2 [Waste and Cleansing Improvement Plan - Progress Update - Item 7.7](#) Transport and Environment Committee 17 January 2017.

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	CP8 – A vibrant, sustainable local economy CP9 – An attractive city
Single Outcome Agreement	SO4 -Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Waste and Cleansing Improvement Plan Action Tracker – March 2017

Waste and Cleansing Improvement Plan Action Tracker - March's Transport and Environment Committee

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Waste Collection Route Management and Information	<p>Our approach to organising and completing waste collection routes needs to change to provide information in a format that allows crews to complete collections on a 'right first time' basis. We should design the service to avoid repeat complaints.</p> <p>Anticipated Outcome A reduction in the number of reported missed collections and repeat missed collections</p>					
1	Complete the trial of the 'Routesmart' system and in-cab device and evaluate the effectiveness of the system	Oct-16	n/a - complete	CGI	Trial complete. Evaluation completed and shows successful outcome.	Achieved
2	Work with CGI to procure and embed the 'Routesmart' system within all operational routes	Feb-17	Sep-17	Technical Team	<p>Spend-to-save proposal reported to Finance & Resources Committee on 19 January and Full Council on 9 February.</p> <p>Presentation of the system, and its benefits, has been made to Elected Members following the request at January's Transport & Environment Committee.</p> <p>There will be a phased roll-out of routes starting with garden waste (to link with Actions 11 & 12) and mechanical sweeping (to link with Action 41) followed by the remaining routes.</p> <p>The overall delay to the implementation has been due to receiving the final sign off of the Business Case.</p>	Open
3	Undertake a rapid improvement event to identify the most missed properties by stream and resolve the root cause of the misses	Nov-16	n/a - complete	Technical Team	372 most missed properties investigated in November. A number of corrective actions have taken place to date with work ongoing to address the more difficult, lengthy, issues to resolve (such as streets with challenging access issues that would require double yellow lines).	Achieved - with additional activities underway
Workforce Management	<p>It is recognised that improvements need to continue to be made to the working practices, management and working culture within Waste and Cleansing services in order to further move the service forward and reduce the number of complaints received.</p> <p>Anticipated Outcome A settled workforce of City of Edinburgh Council employees, at all levels, who are properly trained in the role they perform with that role being performed to a consistently high standard.</p>					
4	Reduce the use of agency staff and recruit a full establishment of permanent staff to improve route knowledge and ownership	Dec-16	Depend on Action 5	Waste Operations	This action links to Action 5 below with agency being reduced as permanent staff are recruited. Controls are in place to manage the use of, and minimise the need for, agency staff.	Open
5	Finalise the implementation of the new Waste and Cleansing service structure and recruit to all vacant posts	Nov-16	Apr-17	Waste and Cleansing Manager	Recruitment into the remaining posts continues to progress. 27 Waste and Cleansing Driver/Crew Leaders and two Supervisors were recruited in January/February.	Open
6	Cease the practice of 'Task and Finish' across the Waste Collection Service	Nov-16	n/a - complete	Waste Operations	The 'Task and Finish' practice ended 1 November.	Achieved - manage transition

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
7	Ensure a full and effective training programme is in place for all frontline staff	Dec-16	n/a - complete	Technical Team	A training programme for the service has been developed in conjunction with the central Learning and Development Team; and priority training requirement identified. This programme also incorporates the SWITCH (Scottish Waste Industry Training, Competency, Health & Safety) competency framework developed by Zero Waste Scotland to promote safe working within the industry. A range of key training has taken place to date to provide support and ensure consistency amongst the service supervisors in workforce management, complaints handling and undertaking investigations. Frontline staff have received crucial health and safety training such as on-the-job manual handling training which helps ensure the job is undertaken safely and reduce the risk of injuries. Investment has also continued in LGV driving licence training.	Achieved - with additional activities underway
8	Ensure that Supervisors and Managers are conducting regular team briefings (i.e. at least monthly) with all frontline staff on an ongoing basis	Ongoing	n/a - complete	Waste and Cleansing Operations	Monthly briefings have been scheduled and are taking place.	Achieved - monitor effectiveness
9	Provide refresher briefings to all waste collection staff on the importance of removing side waste, litter and spillage as appropriate	Oct-16	n/a - complete	Waste and Cleansing Operations	Frontline staff have been briefed to report issues they come across if they cannot deal with it immediately. A formal briefing has been given to staff and will be repeated at key points of the year, such as the festival season.	Achieved - monitor effectiveness
Garden Waste Collections	It is recognised that improvements need to continue to be made to the working practices, management and working culture within Waste and Cleansing services in order to further move the service forward. Anticipated Outcome An appropriately resourced garden waste collection service that is reliable and consistent with reduced missed bin complaint levels.					
10	Assess the number of properties with more than one garden waste bin	Nov-16	n/a - complete	Technical Team	A review of information held on the system has taken place to assess the number of properties with more than one garden waste bin. This data has been progressed in Actions 11 and 12.	Achieved
11	Adjust the existing garden waste routes to account for up to date information on bins per property and participation	Dec-16	n/a - complete	Technical Team	This action has been carried out as part of Action 12.	Achieved
12	Implement the new 3 weekly garden waste collection service, to replace the current fortnightly and four weekly service, with new fit for purpose routes	Mar-17	n/a - complete	Waste Operations	The 3-weekly garden waste collection service commenced 6 March 2017. An additional uplift was provided the week of 27 February 2017 for residents waiting over 4 weeks between uplifts during the transition. The change was communicated to residents via the 2017 calendar; information on the website; residents' bins stickered and tagged; lamppost wraps; social media and targeted online digital campaign and a press release. New routes were created for the change in service and are being actively monitored to address any issues that may arise.	Achieved - monitor effectiveness
Communal Bins	Anticipated Outcome Reduced complaints relating to missed and overflowing communal bin collections. Bins are located in the right areas with reductions in inappropriate use and according reductions in landfill waste.					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
13	Undertake a rapid improvement event to identify the most missed communal bins by stream and resolve the root cause of the misses.	Nov-16	n/a - complete	Technical Team	306 sites were visited with the top three root causes identified as access issues, contamination and resourcing/routes not running. As highlighted at January's Transport & Environment Committee the frequency of uplifts was found to contribute to the issue of overflowing communal bins. As a result of this a review of this collection service has been proposed and highlighted in the Tenement Recycling Report to this committee. In addition to this a new Stage 2 investigation process has been developed under Action 59 which will see full, detailed, investigations carried out on all Stage 2 complaints.	Achieved - with additional activities underway
14	Increase supervision resource within the communal bin collection services to improve service quality and resolve customer issues more effectively	Nov-16	n/a - complete	Waste Operations	Supervision within the communal bin collection service has increased from one supervisor per shift to two per shift covering the east and west of the city.	Achieved - monitor effectiveness
15	Develop a communications campaign to make residents in communal areas aware of how to manage their waste and recycling effectively	Jan-17	n/a - complete	Communications	Initial campaign phase in the Leith Walk area has showed positive results with increased donations to the Reuse hotline and increased visits to relevant trade waste pages on the Council's website. There has been positive feedback on social media and positive media coverage. The next phase focused on the Gorgie/Dalry area which took place for four weeks over February with a focus on resident behaviour/issues such as dumping and dog fouling (along with trade waste abuse). Further targeted communication in communal areas is being developed for the coming financial year.	Achieved - with additional activities underway
16	Develop a communications campaign to ensure that businesses are aware of their legal responsibilities when disposing of their waste	Nov-16	n/a - complete	Communications	Focused compliance visits took place in the Leith Walk area between 14 and 25 November with further visits in the Gorgie/Dalry area during February as part of the 'Our Edinburgh' campaign. This has had positive results with a number of businesses found to be non-compliant since the campaigns there has been an increase to the relevant trade waste pages on the Council's website. Communal bins reported by the public; Elected Members or operations (as well as those identified through the sensor trial as having unusual fill levels) are also being searched for potential trade waste abuse with appropriate action being taken against identified businesses. Contact has also been made with Business Gateway to help raise business awareness of their legal responsibilities as part of the support framework they have in place for businesses. A trade waste leaflet will also be included in the annual business rates statement sent to all businesses within the city.	Achieved - with additional activities underway
17	Improve the labelling and information on communal bins to illustrate the types of waste the bin can receive and how and where to dispose of bulky items	Jan-17	Apr-17	Communications	The boards used on the side loading bins have proved successful and represents a significant, and high visibility improvement, on labelling of these bins before. This approach cannot be replicated on the standard communal bins. The stickers purchased for Phase 1 of the Our Edinburgh campaign require to be of a more durable standard. Revised costs are therefore being sought for a higher specification.	Open
18	Investigate the use of QR codes to allow residents to easily report missed or overflowing communal bins and locate collection dates	Nov-16	n/a - complete	Technical Team	The practicality of using QR codes has been assessed and found to require a high level of administration to maintain; however the improved web forms and responsive website should make it easier for people to report issues.	Achieved

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
19	Assess options for the containerisation of those streets that remain on gull proof sack or sack collections	Jan-17	n/a - complete	Technical Team	All 120 streets included in this action have been assessed for the viability of placing bins through a desktop exercise. Those more challenging streets are receiving a site visit to further assess options. Should containerisation be assessed as a possibility this will be investigated further as part of the review of the wider communal bin collections referenced in Action 13.	Achieved - with additional activities underway
20	Work with Parking Services to implement enforceable TROs to protect communal bins wherever possible	Mar-17	May-17	Waste Operations	Discussions are underway with Parking Services to trial TROs which place double yellow lines in front of communal bins at a few selected sites. Should this prove successful it will be rolled out wider as part of the communal bin review referenced in Action 13. Other local authorities have also been contacted to identify the approaches taken to protect communal bins and capture best practice and any lessons they have learnt that we can incorporate.	Open
21	Ensure access to communal bins for residents and waste collection staff is accounted for in traffic management arrangements when road works take place	Oct-16	n/a - complete	Transport	Guidance circulated by Network Management to all Locality Teams and the Central Roads Network team to ensure that waste collections are factored into roadworks planning and applications.	Achieved - monitor effectiveness
22	Develop a policy on holiday lets and party flats to identify whether this waste should be treated as commercial waste	Jan-17	Apr-17	Technical Team	A discussions paper with options has been drafted, including approaches taken by other Local Authorities. This is currently being circulated to relevant service areas, such as Planning, to ensure a consistent approach is taken for these types of properties. This will then be consideration by management before a policy is created.	Open
23	Identify those communal bin sites where bins can be moved to improved locations where there is less opportunity for misuse	Jan-17	n/a - complete	Technical Team	Sites identified as being misused/potential misuse are being assessed and Environment Wardens involved. If the relocation of the bin is determined as necessary and simple to carry out these are being progressed. Should the relocation of the bin be more complex to arrange these will be addressed through the review of the wider communal bin collections referenced in Action 13.	Closed - Ongoing
24	Identify costs to fit key containers to all bin stores (where applicable) to ensure that all crews have access to the required key therefore avoiding missed collections due to access issues	Dec-16	n/a - complete	Building Services	Costs have been identified to fit key containers to bin stores. Whilst progressing this action, and Action 25, other potential options have been identified that may address this issue more effectively than key containers. Further consideration is being made into these options before moving to implementation.	Achieved - with additional activities underway
25	Ensure that a standard lock specification for bin stores is enforced for new developments as part of the planning process	Jan-17	n/a - complete	Planning	Amendments to the Instructions for Architects and Developers is complete. Officers are working closely with developers throughout the design and build process to ensure that the standard lock is incorporated.	Achieved - monitor effectiveness
26	Identify those communal properties where there are multiple individual bins and provide an alternative communal bin solution where this is required and appropriate	Feb-17	n/a - complete	Technical Team	Due to the quantity of communal properties with individual bins, and the upcoming review of communal bin collections referenced in Action 13, this action will be split into two phases. The first phase has been focusing on problematic sites initially putting a communal bin solution in place to try rectify the issues. The second phase, which covers the remaining communal properties, will be considered as part of the communal bin review due to the scale of properties and the impact the review could have on what is put in place.	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Maintenance of Communal Bins	<p>The appearance and cleanliness of our communal bins is not in line with that which we should expect on Edinburgh's streets. Improving the appearance of our communal waste and recycling bins will contribute to fostering greater care and ownership in our communities.</p> <p>Anticipated Outcome An improvement in the appearance of our communal bin stock with reductions in complaints regarding bin maintenance and cleanliness.</p>					
27	Identify potential solutions to procure a contract for the supply and/or maintenance (repair, cleaning and renewal) of all communal bins and quantify the cost implications of these solutions	Mar-17	n/a - complete	Corporate Procurement	Research has identified that there is market interest and ability to deliver this service on behalf of the Council. The service specification will be developed and progressed through procurement with the aim of having a contract put in place during 2017/18.	Achieved - with additional activities underway
28	Work with Criminal Justice and other partners to build communal bin maintenance and painting into programmes for restorative work	Apr-17	n/a - complete	Criminal Justice	Discussions have taken place with the Criminal Justice team however due to the limitations they are bound by they cannot support the proposed restorative work. However, positive work is being undertaken in partnership with Police Scotland and the North East Locality to remove graffiti tags referred by the police.	Closed
29	Investigate the potential to install bin housings around wheeled communal bins to create more attractive and formal sites	Dec-16	Dependant on Leith Project	Technical Team	The Leith Walk Improvement Project is funding the use of bin housings/screens as part of their project. This will act as a trial which, should this prove successful, will be rolled out wider as part of the review of communal bin collections.	Open
Seasonal Resourcing	<p>We need to deliver a service that is responsive to the changing demands of the city that our student and tourist population bring and ensures that Edinburgh is portrayed in the best possible way.</p> <p>Anticipated Outcome Reduced complaints relating to Waste and Cleansing Services during peak seasons. A reduction in the amount of waste that is sent to landfill in areas containing high levels of student housing.</p>					
30	Work with Universities, landlords and letting agents to ensure students and tenants are aware of how to dispose of waste appropriately	Jan-17	Mar-17	Technical Team /Changeworks	Discussions underway with the Edinburgh University Students' Association; with a proposal developed on working with students on how to dispose of their waste appropriately. Discussions underway with the relevant Council services and Changeworks to identify landlords and letting agents, and work in partnership, to engage and inform tenants.	Open
31	Work with the Universities to investigate the potential for mini-CRCs in areas of higher student population around the beginning and end of the academic year	Mar-17	Mar-17	Technical Team	Links to the action above with the potential for mini-CRCs included in the proposal.	Open
32	Conduct a review of Waste and Cleansing resource requirements for the Edinburgh Festival and Fringe and implement the new requirements	Jul-17	Jul-17	Waste and Cleansing Operations	Work to commence on reviewing resource requirements for the Edinburgh Festival and Fringe. This will incorporate best practice from previous years.	Open
33	Work with Parks, Greenspace and Cemeteries colleagues to allocate staff and mechanical sweepers to tackle leaf fall during the autumn/winter months	Nov-16	n/a - complete	Cleansing Operations	Cleansing and Parks, Greenspaces and Cemeteries coordinated resources to concentrate on leaf fall for winter 2016. Leaf routes will be developed in Routesmart ahead of autumn 2017 to ensure leaf fall clearance is effectively managed in future years.	Achieved - monitor effectiveness
34	Work with Parks, Greenspace and Cemeteries to allocate resources to undertake a clearance of street weeds to allow for an effective base level to be treated going forward	Nov-16	n/a - complete	Cleansing Operations	Cleansing and Parks, Greenspace and Cemeteries are coordinating resources to address street weeds through a targeted blitz approach. The future management of street weeds will be through hand weeding and weed spraying.	Achieved - monitor effectiveness

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Food Waste	<p>Waste Composition Analyses have shown that there is still a significant amount of food waste that is being sent to landfill. However, our success in recycling around 10,000 tonnes of food waste has placed strain on our current vehicles and meant that we need to equip our workforce to ensure that we can continue provide the best quality service to encourage increased use of this service. The procurement of new larger vehicles will assist with this aim.</p> <p>Anticipated Outcome Reduced missed collections and uncompleted food waste routes as of a result in increased productive time that has been created by a reduced need to tip midway through the shift.</p>					
35	Replace the existing 7.5 tonne vehicles with the purchase of 12 tonne vehicles to increase collection capacity and reduce the need for trips to tipping facilities	May-17	Jul-17	Fleet Services	The vehicles have been procured and expected delivery is June/July.	Open
36	Replace the existing 7.5 tonne vehicles with hired 10 tonne vehicles as an interim solution pending the arrival of the 12 tonne vehicles	Oct-16	n/a - complete	Fleet Services	There are currently three 10t vehicles hired as an interim solution however we will not be able to replace them all due to the short-term nature of the hire and therefore is not cost-effective	Achieved
Manual Street Cleansing	<p>Our manual street cleansing resource needs to be visible and effective and focussed on those areas where it is needed most at an appropriate frequency. We need to move to a model where brushes are used as the norm and there is less of a reliance on litter pickers.</p> <p>Anticipated Outcome A reduction in litter complaints and an improvement in our LEAMS score as a result of more effective manual sweeping in those areas where it is most required.</p>					
37	Conduct a review of all resources available to undertake manual sweeping and the current areas of deployment. Re-align routes to address hotspot areas where appropriate	Jan-17	n/a - complete	Cleansing Operations	An interim review of the manual sweeping routes has been carried out and routes re-aligned as appropriate. A full routing review will be undertaking as part of the wider roll-out of the revised Code of Practice of Litter and Refuse (COPLAR) and the associated rezoning exercise that will take place across Scotland (which impacts the cleanliness standard and response times for different types of areas).	Achieved - with additional activities underway
38	Identify options for the deployment of barrow beat staff and suitable accommodation for the employees and barrows in the immediate area	Nov-16	n/a - complete	Cleansing Operations	Routes have been identified for barrow beats, along with potential accommodation options. Further work is taking place to implement these routes.	Achieved - with additional activities underway
39	Procure replacement street cleansing vans that will allow crews to be properly equipped to be able to tackle all issues that they face during the working day	May-17	Dependant on Fleet Replacement Programme	Fleet Services	Work underway with Fleet Services to confirm the replacement requirements of all Cleansing vehicles. This has concentrated on the specialist vehicles first due to the additional lead time required for delivery and the annual financial limitations in place for vehicle procurement Council-wide.	Open
40	Introduce an effective post-work inspection regime to ensure that street cleansing is being delivered to the required standard	Nov-16	n/a - complete	Cleansing Operations	Supervisors are now undertaking daily post-work inspections of street cleansing with up to 25 a day carried out across the city with action taken to address those that do not meet the required standard. These are currently carried out using a paper-based system until the Code of Practice of Litter and Refuse (COPLAR) toolkit (including inspection forms) is put in place as part of the review of the Code of Practice referred to in Action 37.	Achieved - with additional activities underway
Mechanical Street Cleansing	<p>We have a significant amount of funding invested in large mechanical sweepers that can not access the areas where we need them. We need to reconfigure this fleet to provide more small mechanical sweepers that can operate on footpaths and in areas around parked cars.</p> <p>Anticipated Outcome An increase in small and medium mechanical sweepers will contribute to an improvement in our LEAMS score as well as improved customer satisfaction in recognition of the increased visibility of service.</p>					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
41	Re-design mechanical sweeper routes to ensure that the fleet is being effectively utilised	Mar-17	May-17	Technical Team	Data gathered on the routes is complete, such as vehicle size to utilise in different areas and the frequency to sweep. Implementation of routes is dependant on uploading these to Routesmart; as these are new routes (rather than revised routes) the timescales of this are unknown.	Open
42	Reduce the fleet of large mechanical sweepers and procure additional small and medium sized sweepers to focus on pavement areas and streets with limited access	Mar-17	Jun-17	Cleansing Operations	The routing exercise in Action 41 will determine the number of sweepers required; with procurement following after.	Open
43	Reconfigure the current fleet to place additional mechanical sweeping resource into the night shift to make a more significant impact on those areas that can not be accessed during the day	Nov-16	n/a - complete	Cleansing Operations	Two nightshift staff members have been trained on the mechanical sweeper and will be allocated additional mechanical sweeping duties.	Achieved - monitor effectiveness
Litter Bin Emptying	<p>There are around 3000 litter bins in the city. We regularly receive complaints from members of the public regarding overflowing litter bins. We need to employ effective collection schedules that minimise complaints.</p> <p>Anticipated Outcome A reduction in the number of complaints regarding overflowing litter bins.</p>					
44	Adopt a standard of providing larger capacity litter bins where locations allow	Oct-16	n/a - complete	Cleansing Operations	A major review of bins in city centre has been carried out and a number of bins changed to larger capacity litter bins with housings. Protocol agreed to assess whether a larger bin would be suitable for the location when placing bins.	Closed - Ongoing
45	Continue with the trial of fill sensors to identify optimal collection schedules and trends relating to overflowing bins	Mar-17	n/a - complete	Technical Team	The trial of fill sensors continues . As outlined in Action 16, communal bins with unusual fill rates are being investigated for potential commercial waste abuse.	Closed - Ongoing
46	Procure replacement mini-RCVs for litter bin emptying to allow for a more reliable collection service	May-17	Nov-17	Fleet Services	Mini-RCVs are in the process of being procured. Tenders have been returned and are currently being evaluated.	Open
47	Provide a more joined up service in relation to the emptying of bins in parks, open spaces and cemeteries alongside street litter bins where appropriate	Dec-16	n/a - complete	Cleansing Operations	Agreement reached that Cleansing will be notified when events are taking place in cemeteries and parks and will require the emptying of bins at weekends.	Achieved - monitor effectiveness
Fly-tipping and Dumped Bulky Waste	<p>We have problems with many levels of fly-tipping, ranging from serious incidents as a result of organised crime through to dumped items of furniture around communal bins. We need to be better at removing this waste quicker and preventing future recurrences through engagement and enforcement efforts.</p> <p>Anticipated Outcome A reduction in the number of fly-tipping incidents reported by members of the public, and increase in the number of fly-tipping incidents reported by our own staff and an improvement in response times when removing fly-tipping. An improved special uplift service that encourages compliance with the law and not fly-tipping and an effective enforcement resource that gets positive results where required.</p>					
48	Undertake a review of the special uplift service with particular focus being placed on the charging structure (e.g. moving to a service that charges £5 per item) and opportunities to work with the voluntary sector to undertake collections	Jan-17	Apr-17	Technical Team	<p><u>Charging</u>: Change to £5 per item was implemented 23 January. The waiting time between booking an appointment and the uplift taking place is being regularly monitored and managed.</p> <p><u>Voluntary sector</u>: Feasibility study currently being carried out by Changeworks and AEA Riccardo via funding from Zero Waste Scotland. Positive discussions have taken place with a variety of charities to determine their interest and capability to work with the Council to undertake collections and increase the reuse of items. A findings report from this feasibility study is due and will be considered by management before progressing.</p>	Open

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
49	Improve information to residents on the disposal of bulky items and the opportunities for reuse and recycling	Dec-16	n/a - complete	Communications	The use of lamp post wraps in areas targeted through the 'Our Edinburgh' campaign and an increase in social media/media engagement continues to provide information to residents on disposing of their bulky items correctly. Results from the 'Our Edinburgh' phase in Leith indicate that although special uplift bookings across the city have decreased by 7% citywide (24% in Leith Walk ward) during the campaign compared to the previous month, contacts to the National Reuse helpline have increased by 16% citywide (39% in Leith Walk ward).	Achieved - with additional activities underway
50	Add additional resources into the existing special uplift service to minimise waiting times for residents	Oct-16	n/a - complete	Waste Operations	A review of current resources, and allocation of available appointments, for special uplifts has identified capacity to increase appointments to 25 per day per crew (resulting in a total of 50 appointments a day across the city). Additional resources were temporary added following the introduction of the £5 per item charge implemented through Action 48 to manage any increases in demand.	Achieved - monitor effectiveness
51	Add additional resources into Street Cleansing teams to focus on responding to fly-tipping complaints and removing waste in a more timely manner	Oct-16	n/a - complete	Cleansing Operations	Additional staff have been added to clearing fly-tipping activities.	Achieved - monitor effectiveness
52	Place a focus on increasing the number of incidents of fly-tipping that are proactively reported by Council employees versus those reported by members of the public	Oct-16	n/a - complete	Cleansing Operations	Frontline staff have been advised to report issues they come across if this cannot be dealt with immediately. In addition to this, the possibility of having the 'Love Clean Streets' app on all Council mobile phones is being investigated; this would all employees Council-wide to proactively report fly-tipping.	Achieved - with additional activities underway
53	Focus resources from the Environment Warden and Waste Compliance Teams on regularly investigating those incidents of fly-tipping where there is evidence to pursue and investigate options to use CCTV to enhance evidence gathering	Nov-16	n/a - complete	Environmental Wardens	Local Transport and Environment Managers to focus Environment Wardens on investigating fly-tipping. Refresher training will be arranged once a number of vacancies within the warden service are recruited into.	Achieved - with additional activities underway
Branding and Visibility	Our service needs to be visible and recognisable so that we are noticed for the good work that we do and not for failings in services. It is essential that residents and businesses know how to access our service and what we do. Anticipated Outcome Increased customer satisfaction in reflection of the improved visibility of our staff and vehicles.					
54	Ensure all staff are consistently wearing the correct PPE/uniform and area easily identifiable as Council employees	Oct-16	n/a - complete	Waste and Cleansing Operations	Specification of PPE has been outlined in the risk assessments. This is being enforced by management with any issues being actively addressed.	Achieved - with additional activities underway
55	Brand all newly purchased Waste and Cleansing vehicles so that members of the public can identify them easily	May-17	n/a - complete	Fleet Services	This is standard practice now when procuring new fleet, however branding requirements will also be built into the specifications for the new fleet.	Closed - Ongoing
56	Ensure that all contact channels that can be used to access the Waste and Cleansing service are well advertised and effectively monitored	Oct-16	n/a - complete	Customer Services	Review of reporting have been options undertaken. Website information revised where appropriate. Members waste account is in place and staffed by Customer Services staff.	Achieved - monitor effectiveness
Customer Service	The current customer journey is frustrating for residents and Elected Members. We need to ensure that we minimise failures in service, but when we can't then our customers need to be able to report issues easily and receive timely and relevant feedback. Anticipated Outcome Improved response times to enquiries and an increase in the percentage of contacts that are resolved at the point of contact by Customer Services colleagues. Simpler but more effective customer journeys that allow customers to report issues easily and receive timely updates.					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
57	Co-locate staff from Customer Services and Waste and Cleansing Services to allow for quicker customer resolutions and reduced duplication	Nov-16	n/a - complete	Waste and Cleansing / Customer Services	Two Waste & Cleansing Officers now co-located, alongside a Support Officer, within the Contact Centre.	Achieved - monitor effectiveness
58	Provide Elected Members with key local contacts from the Waste and Cleansing service to allow to issues to be resolved routinely as required	Oct-16	n/a - complete	Waste and Cleansing Manager	Circulated as part of the wider Locality Directory.	Achieved
59	Carry out a review of the existing reporting processes and make improvements to allow for quick resolutions and accurate customer feedback	Jan-17	Apr-17	Customer Services	Quality Assurance Procedures are being put in place. Call allocations and call flows are being reviewed. New Stage 2 complaint investigation protocol established to ensure root cause is identified. A review of the process for addressing missed bins and complaints is underway through support from the Transformation Team.	Open
Communications and Behaviour Change	<p>Notwithstanding the importance of getting our operational services right, we need to engage the wider population of Edinburgh in playing a role in maintaining the quality of our local environment.</p> <p>Anticipated Outcome Increased advertising and media coverage of our campaigns alongside increased resident and business awareness of the importance of maintaining our local environment and how they can assist in doing so.</p>					
60	Continue to develop the 'Our Edinburgh' campaign to focus on social responsibility and community participation	Ongoing	Ongoing	Communications	Our Edinburgh' campaign continues to be developed. Initial focus was on litter in the festival, message testing in Leith to tackle trade abuse and latterly focusing on dog fouling and dumping in Gorgie/Dalry. The campaign has also been shortlisted for 2 Awards at the LEQ Awards (Local Environment Quality Awards) in the Campaign of the Year and Programme of the Year categories.	Open
61	Develop improved links with key partners such as the Business Improvement Districts, Commerce Groups and Community Groups to share key messages and raise awareness around waste management and street cleanliness	Ongoing	Ongoing	Technical Team /Localities	Waste and Cleansing Officers continue to develop working relationships with key partners including Business Improvement Districts, Commerce Groups, Community Groups, Housing and Environment Wardens to share key messages and raise awareness around waste management and street cleanliness	Closed - Ongoing
62	Establish a consultative forum with representatives from groups whom have an interest in the local environment to discuss current performance and customer perceptions and frustrations	Oct-16	n/a - complete	Waste and Cleansing Manager	The consultative forum has now been established. The first meeting took place on 16 December 16 with future meetings to take place quarterly.	Closed - Ongoing
Partnership Working	<p>We need to establish and maximise partnerships where there is the shared aim of improving the quality of Edinburgh's local environment and reducing the amount of waste sent to landfill.</p> <p>Anticipated Outcome We exploit more opportunities for external or joint funding for local environment improvement initiatives. We continue to work at a local level to understand the needs of our communities and accommodate these needs into service delivery schedules.</p>					
63	Clarify roles and remits for environmental issues with Locality Teams. Establish mechanisms for ensuring responsiveness to local priorities and hotspots and accountability for levels of service	Nov-16	n/a - complete	Technical Team	Agreement reached on roles and responsibilities for central and locality services with monthly meetings taking place between the central and locality Waste & Cleansing Officers.	Achieved - monitor effectiveness
64	Initiate dialogue with Registered Social Landlords regarding public realm management partnering arrangements	Feb-17	n/a - complete	Housing Services	Registered Social Landlords contacted to clarify responsibilities in regards to the management and maintenance of the public realm and discuss potential partnering arrangements.	Closed - Ongoing

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
65	Continue to work with organisations such as Keep Scotland Beautiful, APSE and Zero Waste Scotland to explore opportunities for external funding and keep abreast of best practice within the sector	Ongoing	Ongoing	Technical Team	A bid to access ZWS funding for food waste communications was not progressed. As an alternative discussions are underway with the Council's food waste recycling partner to assist in funding communications activities to build on the positive performance improvements that the food waste service is showing. Continue to review opportunities for funding from Zero Waste Scotland and other bodies. Using Waste Managers network effectively to benchmark new initiatives and existing levels of service.	Closed - Ongoing

Transport and Environment Committee

10.00am, Tuesday 21 March 2017

Redesign of Recycling Services in Tenements and Flats

Item number	7.5
Report number	
Executive/routine	
Wards	All

Executive Summary

Transport and Environment Committee on [7 June 2016](#) approved an outline strategy for the expansion of recycling services in tenemental and other flatted areas. It was however agreed that this would not take place until detail of the Scottish Government's Code of Practice on Household Waste Management was finalised.

This report outlines a proposed way forward to allow for the expansion of recycling services for households in tenemental and other flatted properties which will assist the Council in meeting its recycling objectives while allowing the Waste and Cleansing service to respond to future changes in collection systems should these be agreed with the Scottish Government.

The report also advises Committee of the development of a project by the Waste and Cleansing service that seeks to increase the frequency by which communal landfill and recycling bins are collected whilst reducing the number of bins located on city streets.

Links

Coalition Pledges	P44, P49, P50
Council Priorities	CP8, CP9
Single Outcome Agreement	SO4

Redesign of Recycling Services in Tenements and Flats

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee
 - 1.1.1 approve the amended strategy for the siting of communal recycling bins in flatted properties, to specify the use of two mixed recycling bins in addition to separate bins for glass, food and landfill, so that the service can be “future proofed” to take account of the likely development of a national system for sorting waste across Scotland.
 - 1.1.2 notes the development of a communal redesign project and agrees to receive a further report towards the end of the calendar year that advises on the development of a communal bins redesign proposal, which outlines the feasibility studies that intend to shape the scope of a future project.

2. Background

- 2.1 Transport and Environment Committee on 7 June 2016 approved an outline strategy for the expansion of recycling services in tenemental and other flatted areas. It was however agreed that this would not take place until the details of the Scottish Government’s Code of Practice on Household Waste Management was finalised.
- 2.2 This report proposes an interim way forward to allow for the expansion of recycling services for households in tenemental and other flatted properties which will assist the Council in meeting its recycling objectives while allowing the Waste and Cleansing service to respond to future changes in collection systems should these be agreed with the Scottish Government.
- 2.3 The report also outlines a proposed project to increase the collection frequency of communal landfill and recycling bins and, by doing so, decrease the number of bins on city streets.

3. Main report

- 3.1 Following pilots in the Bellevue/ Broughton and Hillside areas an outline strategy was developed for recycling in tenemental areas, based on a number of principals:

- 3.2 This would replace the separate paper and packaging bins with the single mixed recycling bin used in kerbside recycling areas, enhance the bin capacity provided for recycling versus landfill, and expand the network of communal glass points.
- 3.3 The purpose of this is to enhance the opportunity for recycling in tenement areas, make the service as easy as possible to use for householders and to develop recycling services which as far as possible were uniform across the city regardless of housing type.
- 3.4 While this approach was agreed in principle it was known that the development of the Scottish Government's Code of Practice on Household Waste Management could impact on this strategy.

Challenges Arising from the Code of Practice

- 3.5 The Household Waste Charter and its associated Code of Practice seek to develop a waste and recycling service which is broadly uniform across the country in terms of service design, which materials are recycled, standards of performance, householder communication, staff training and health and safety standards. It is hoped that this would ultimately ensure that services are uniformly high quality across Scotland, and by ensuring a consistent approach, it is hoped this would lead to high rates of recycling and high quality/ low contamination materials which would easily find markets.
- 3.6 It is difficult to develop a completely uniform service across such diverse population and housing types as contained within Edinburgh and initial drafts of the Code of Practice raised particular challenges for this Council and its particular circumstances. The Council has engaged with Zero Waste Scotland since the development of the Code of Practice and achieved a number of changes to the drafts which overcame a number of our concerns.
- 3.7 For example, initial drafts would have required Councils to develop glass collection services for both kerbside and communal properties sorted into three colours. This is not practicable in tenemental areas because of space and siting constraints. However, the Council's strategy of (where necessary) collecting three colours of glass as a single, mixed stream and sending this through a high quality sorting process is compliant with the final versions of the Code of Practice and is considered to be more achievable in Edinburgh.
- 3.8 A briefing session was arranged to allow members of this Committee to engage with Zero Waste Scotland around these issues in November 2016. A number of issues remain which to date mean that the Council is not yet a signatory to the Code of Practice. These issues are outlined below.

Materials Split

- 3.9 In order to maximise the range and quality of materials collected it is proposed to collect certain materials across the country, but also to collect these in a particular way, e.g. it is proposed that paper and card should be collected separately from cans and plastics.

- 3.10 In terms of recycling in tenements this is problematic because the Council was seeking, and had started, to introduce a strategy based around collecting paper, card, cans and plastics in a single bin, to maximise the number of bins which can be allocated to recycling. It should however be noted that in many of the flatted areas within the city there are separate paper and packaging collections which had not yet been transferred to all materials in a single bin.

Capacities

- 3.11 It is proposed in the Code of Practice to rebalance the capacities provided for different waste streams; to reduce landfill/ residual waste and increase recycling. This Council is taking the same approach in Edinburgh and this is consistent with our strategy.
- 3.12 Edinburgh currently takes a more tailored approach which recognises that even where recycling facilities are provided, there are particular challenges involved in ensuring communal bins do not overflow.
- 3.13 This is particularly true in tenement areas, so the Council has slightly different approaches across bins sited on street, those in developments which are not open to passers-by, and those in purpose built student accommodation which is essentially comprised exclusively of single person households. The result of this is that in Edinburgh, the capacity provided for landfill waste from flats is considerably greater than envisaged in the Code of Practice. This is based on our considerable experience of providing these services.
- 3.14 The new capacities are outlined in Appendix 1. All new build properties should comply with these and as far as possible these will also be used to calculate bin capacities at existing locations (e.g. when enhancing recycling services at on street locations).
- 3.15 In some areas the Council started the introduction of a single bin for paper, card, cans and plastics. The Council may have to amend its strategy in future across the city to develop a two bin service (paper and card separate from cans, plastics and tetrapak type containers).

Funding

- 3.16 Meeting the objectives of the Code of Practice are challenging in parts of Edinburgh because of our building types, however the potential benefits of a uniform national waste collection system are understood. A fundamental issue is how these can be paid for. In Edinburgh, for example, more than 140,000 households who receive the current kerbside recycling service would require an additional bin (for paper and card) and there is currently no specific commitment on the Scottish Government's part to fund these costs to local authorities.

Proposed Way Forward – Communal Redesign

- 3.17 Waste and Cleansing services are currently considering how communal services can be improved for residents. These proposals are at an early stage and require some feasibility work to assess how deliverable the desired changes are. The

service intends to commence the feasibility work immediately with a view to reporting back to Committee before the end of this calendar year.

- 3.18 The proposed project will have implications for the continued expansion of services, particularly within tenemental areas. The scope of feasibility work will consider a number of things: the resource implications of increasing the frequency that communal containers are collected (most are currently collected twice per week); the likely impact on the number of bins therefore required on street, re-route communal services so crews and supervisors own, and are responsible for, a 'patch' of the city and the potential for creation of more formal waste and recycling points on streets rather than some of the current informal or ad hoc configurations. One of the main principles of the latter point is to ensure that from a customer point of view, the accessibility of facilities for recycling is as convenient as facilities for landfill disposal.
- 3.19 It is expected that the initial results of any feasibility assessment are completed around the summer period, if not before. If the results of the study are positive then Committee approval would be sought to commence the project. It is anticipated the consultation with residents would then commence to ensure the most practical solution is achieved.

4. Measures of success

- 4.1 The roll out of an enhanced recycling service will lead to a reduction in the use of landfill and an improved recycling rate, coupled with an expected increase in customer satisfaction.

5. Financial impact

- 5.1 A reduction in the use of landfill or waste disposal and an increase in recycling would be expected to reduce landfill costs although there are no direct financial consequences arising from this report. This relates to the financial impact of changes to strategy for communal bin siting, not to costs of implementing a tenement roll out or to a daily waste collection.

6. Risk, policy, compliance and governance impact

- 6.1 The roll out of an enhanced recycling service will allow the Council to comply with the Waste (Scotland) Regulations, in particular with the provision of facilities for the collection of glass through an expanded network of recycling points.
- 6.2 The way forward outlined in this report allows for the expansion of recycling while future proofing services to accommodate a nationwide recycling collection system should the Council become a signatory to the Code of Practice.

7. Equalities impact

- 7.1 The Public Sector Equality Duty (PSED) general duties will be accommodated through the provision of a service which is easier to use, and by enhancing the access to recycling facilities for residents who use communal bins.

8. Sustainability impact

- 8.1 The Provisions of the Climate Change (Scotland) Act 2009 and the Waste (Scotland) Regulations 2013 will be met by providing an enhanced recycling service to residents in flats, reducing the use of landfill and enhancing the wider environmental, social and economic benefits associated with sustainable use of resources locally and globally.

9. Consultation and engagement

- 9.1 Consultation and engagement is not required at this stage. The Council continues to engage partners on the developing Code of Practice.

10. Background reading/external references

- 10.1 <http://www.zerowastescotland.org.uk/content/charter-household-recycling>

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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 the national target of 42% by 2020.
Council Priorities	CP8 – A vibrant, sustainable local economy. CP9 – An attractive city.
Single Outcome Agreement	SO4 Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	1: Proposed capacities for different waste streams

Appendix 1: Proposed capacities for different waste streams (communal bins)

The table below sets out the capacities for the different waste streams as proposed in the Scottish Government's code of Practice, as well as those which the Council is currently using for flats.

In each case these would be the *weekly* capacity provided *per property*. In most cases these are derived from services receiving kerbside recycling services although the maximum 70 litres for landfill waste is specific.

These are used for new housing developments and as far as possible would be used at existing locations when changes are made to collection systems.

Different capacities are provided for bins at on street locations, off street locations (where bins are not used by passers by, and in managed student blocks).

At present the Council collects paper, card, cans and plastics as a single waste stream (mixed recycling).

Materials	Code of Practice (litres)	Edinburgh On Street (litres)	Edinburgh Off Street (litres)	Managed student blocks (litres)
Landfill	Max 70	240	170	140
Paper and Card	40			
Cans and Plastics	70			
Mixed Recycling		110	110	150
Glass	20	20	20	20
Food	20	20	20	20
TOTAL	220	390	320	290

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

'A' Boards

Item number	7.6
Report number	
Executive/routine	
Wards	All

Executive Summary

Edinburgh has had an 'A' board policy in place since the early 2000's. Despite trials and operating enforcement arrangements, the proliferation of street clutter and 'A' boards continues to have an impact on streets, both visual and in terms of moving around.

The Council's priorities to support economic vitality and for creating excellent places are failing to be delivered through policies, guidance and management arrangements for street clutter and in particular in relation to 'A' boards.

A more strategic approach to 'A' boards across the city will help to improve the environment and quality of streets as well as addressing the best management arrangements to ensure delivery and compliance.

Links

Coalition Pledges	P27 , P31 , P40
Council Priorities	CP6 , CP9 , CP12 , CP13
Single Outcome Agreement	SO4

'A' Boards

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the analysis carried out to date; and
 - 1.1.2 instructs the Executive Director of Place to prepare a strategy for 'A' boards following appropriate consultation and engagement.

2. Background

- 2.1 Concerns have been raised by organisations including community councils, Living Streets and the Council's Access Panel that street clutter is impeding the ability for pedestrians to move through the city safely, and that the situation is worsening. The trials controlling 'A' boards operating in the city centre are due for review, presenting an opportunity to consider a city wide strategy for the control and management of 'A' boards.
- 2.2 The creation of excellent places and maintaining a quality built environment is central to the policies and strategies promoted by the Council. The Public Realm Strategy, approved in 2009, set out a strategic vision for Edinburgh's public realm; "Edinburgh recognises that the public realm forms an integral part of the public face of the city. Edinburgh will develop and maintain a high quality public realm to complement the outstanding built and natural qualities of this unique capital city".
- 2.3 The Edinburgh Street Design Guidance recognises how important the quality of Edinburgh's streets and public realm is... *'Every street that people live, shop, work and travel along can add to or detract from the quality of city life'*. The guidance includes a series of commitments for improving streets. These commitments are in place to ensure that we consider streets are about places for people, while acknowledging their individual characters, improving condition for pedestrians and using street furniture in a controlled and balanced way.
- 2.4 Edinburgh's economic vitality is also a key priority. Supporting the city centre and the city's business and retail offer in local town centres and villages is critical to Edinburgh's success. Balancing the needs of businesses, residents and visitors within the street environment is challenging especially where areas attract significant numbers of people. Edinburgh supports four Business Improvement Districts (BIDs) that understand the challenges that this brings, however they also

recognise that maintaining a quality of experience, improving accessibility, comfort, cleanliness and safety are key to the success of any centre for business. The priorities for BIDs are often about improving the quality and vibrancy of the public realm and streets.

- 2.5 In particular the proliferation of 'A' boards is considered to be one of the most common features of street clutter and makes it impossible, in some cases, for people to move around the city.
- 2.6 A report was presented to the South Central Neighbourhood Partnership on the [5 September 2016](#) setting out the legislation and guidelines pertaining to the use of 'A' boards in Edinburgh, how the guideline is enforced, the results of previous pilots to ban 'A' boards, and to consider gathering a view on piloting a further ban in the local area. Links to this report, the current 'A' board policy guidance and to a report on 'A' boards to the Executive of the Council in 2006, can all be found in the background papers.

3. Main report

The Issues

- 3.1 An 'A' board is a free standing board advertising the goods and services of a business. They are usually placed outside to attract customers and are used as directional signs to drive customers from nearby locations. Over the last few years Edinburgh has seen the scale, size and number of these boards increase. A survey undertaken by the environmental wardens on the 22 February 2017 noted nearly 200 items in the Royal Mile of which around 60 were 'A' boards. This, despite a ten year ban on 'A' boards in the Royal Mile.
- 3.2 Advertising is controlled through the advertisement regulations, however this generally relates to permanent proposals. The Council provides non- statutory planning guidance on advertising and does not support the use of this type of temporary advertising and directional signage on the pavement and recommends alternatives. Despite this presumption against free standing advertisements on pavements, where they are permitted they must be located to avoid causing a hazard to pedestrians. This information is provided alongside other planning requirements in a [guideline for businesses](#) available on the Council's web site.
- 3.3 Edinburgh has a specific guideline for the siting of 'A' boards which allows boards to be located on the footway temporarily and removed at the end of each day, similar to the way the outdoor tables and chairs operate.
- 3.4 A trial involving a ban on 'A' boards in the Royal Mile and Rose Street resulted in significant improvements to the street scene, but also required additional resources involving both environmental wardens and roads officers. The trial also required officers' time to continue to promote awareness of the arrangements.
- 3.5 BIDs, such as in the West End, New Town, the Grassmarket and Queensferry Ambition can help by galvanising the business community with a collective agenda

that can include the management and appearance of the street scene. Proposals are being considered for an extended BID for the Old Town which could assist the Council in its management obligations.

- 3.6 In the city centre, in particular, there are also safety concerns when 'A' boards are not taken away and left in the streets at night, providing opportunities for antisocial behaviour.
- 3.7 Day-to-day maintenance of the city's streets is also impeded by the siting of additional street furniture.

Other Cities

- 3.8 There are a range of approaches to the management of 'A' boards taken across the country. These include, for instance, a complete ban on 'A' boards in Hackney, the use of a permit or licence system in Stirling, Brighton and Kirklees and the use of a policy with supporting advice and guidance for the siting of 'A' boards in Perth and Kinross, York, Bath and Bristol; similar to those currently applied here in Edinburgh.
- 3.9 Legislation allows the Council to adopt any of these approaches. A key to the success of any of these approaches is clear communication, engaging support and willingness of both the resident and business community to the agreed strategy.

Other models

- 3.10 A helpful parallel might be the way in which trade waste has been addressed. Collection of trade waste has been a problem in Edinburgh's streets, adding to clutter and affecting the pedestrian environment. New operational arrangements for trade waste have been in place for over a year and are recognised as a successful model. Importantly, the new presentation and collection arrangements have been underpinned with a clear and co-ordinated enforcement strategy and a very thorough communications plan.

Solutions and Opportunities

- 3.11 The Edinburgh Street Design Guidance sets out to reduce street clutter and improve the pedestrian environment. 'A' boards contribute significantly to clutter on a day-to-day basis on our streets. Reducing, controlling or removing 'A' boards is essential if the Council is going to apply its own guidance.
- 3.12 Recommended options include:
- a total ban;
 - partial ban - restrictions in defined areas of the city or key streets;
 - revised guidelines; or
 - permit or licence arrangements.
- 3.13 The management and enforcement for all of these options will vary, however they will all require specific resources to address compliance with the preferred policy.

- 3.14 With any of these options it will be important to provide supporting measures for businesses. These measures might include improvements to shop fronts, lighting, city dressing along with features such as awnings, hanging signs and building mounted signs that can contribute to the street scene in a complementary way. The new development in Advocates Close, for example, has introduced coordinated business signage on the closes and vennels that provides the much needed directional signage, but avoids a proliferation of 'A' boards. In Rose Street, business directories have been introduced along with street scene improvements and de-cluttering measures that help to improve the image of the street and provide the way finding information visitors and businesses need.
- 3.15 A review of 'A' board policy and agreeing a preferred approach must be done in the context of the objective of current policies to protect, improve and enhance the street environment. It should include discussions with interest groups, such as Living Streets as well as the business community and retailers to develop a solution that can be supported.
- 3.16 Any new strategy for 'A' boards should also be supported by a clear communications strategy. The trade waste project was planned with a long lead in programme, a 'bedding in' period with a supporting and clear enforcement process.

Timeline

- 3.17 It is proposed to undertake a review over the summer of 2017, which will provide the remit for the strategy, consult with the community, businesses and interest groups in the autumn, and report the final strategy to committee in January 2018.

4. Measures of success

- 4.1 Addressing the arrangements and controls around 'A' boards will result in opportunities to deliver Council priorities for economic vitality and excellent places by:
- Improved and clearly communicated guidance;
 - improving the qualities of the public realm and townscape of the city;
 - improving the pedestrian environment by reducing clutter and eliminating conflicts;
 - improving management arrangements for the street and public realm; and
 - working with the business and retail communities to deliver complementary initiatives as alternatives to 'A' boards.

5. Financial impact

- 5.1 The resources required to support a review and consultation exercise for a strategy for 'A' boards will have to be met from existing budgets. Subsequent management and enforcement measures would need to be reviewed as an integral part of the

strategy, looking perhaps at a similar approach adopted for the Trade Waste project, and the costs met from existing budgets.

- 5.2 There are opportunities to seek funding from Scottish Government grants through Transport Scotland's Paths for All budgets, which prioritise measures for improvements to walking environments.

6. Risk, policy, compliance and governance impact

- 6.1 The current guidance and enforcement arrangements are failing to deliver the Council's policies on street and public realm design and management.
- 6.2 Reviewing the strategy for 'A' boards and developing a solution that best reflects the needs and ambitions of the residents and business communities would help to remove the risks resulting from failing to deliver council policy.

7. Equalities impact

- 7.1 Positive improvements will result from developing a strategy on the delivery of the Council's priorities for economic vitality and excellent places.
- 7.2 Improvements in the operation and management of streets will have a positive impact on all ages and especially for people with disabilities.
- 7.3 There will be potential improvements in the quality and performance of maintenance operations; improvements in quality and reductions in maintenance liability; reductions in wear and tear of the street asset; improvements in amenity with a reduction in complaints and an improved pedestrian environment with more walkable streets.
- 7.4 If no action is taken, infringements to all ages will continue from the effects of not being able to navigate streets unimpeded.

8. Sustainability impact

- 8.1 The impacts in relation to the elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered below:
 - The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm are recognised as being key to economic wellbeing;
 - The proposals in this report will assist in improving social justice by improving public space and access for all.

9. Consultation and engagement

- 9.1 The Council has sought public opinion through a variety of organisations, including the Neighbourhood Partnerships and Transport Forum, led by the Council. Issues relating to 'A' boards have been raised consistently since a report presented to the then Council's Executive in 2006. The issue has been highlighted more recently by the Southside Community Council and Living Streets.
- 9.2 Further consultation and engagement will be required with a range of groups and organisations in order to develop an 'A' board strategy that best reflects the needs and requirements for Edinburgh's streets, retail and tourism industries.

10. Background reading/external references

- 10.1 [The Control of Advertising Boards \(A- Boards\) and Similar Structures- Results of Trial, 23 May 2006, Executive of the Council](#)
- 10.2 [Advertising- Boards \(A-Boards\), 5 September 2016, South Central Neighbourhood Partnership](#)
- 10.3 [City of Edinburgh Council Policy Guideline, A- Boards on Public Footways](#)

Paul Lawrence

Executive Director of Place

Contact: Karen Stevenson, Senior Planning Officer

E-mail: karen.stevenson@edinburgh.gov.uk | Tel: 0131 469 3659

11. Links

Coalition pledges	P27 - Seek to work in full partnership with Council staff and their representatives P31 - Maintain our city's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage
Council outcomes	CP6 - A creative, cultural capital CP9 - An attractive city CP12 - A built environment to match our ambition CP13 - Transformation, Workforce, Citizen and partner engagement, Budget
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, 21 March 2017

Bus Lane Network Review – Objections to the Traffic Regulation Orders

Item number	7.7
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

In its latest Local Transport Strategy, the Council states that it will continue to maintain Edinburgh's bus lane network, review it regularly and extend or enhance it where opportunity arises.

At the meeting on the [1 November 2016](#), the Council agreed to implement Traffic Regulation Orders to replicate Experimental Traffic Regulation Orders which expire on 27 March 2017.

This report details the objections to these Traffic Regulations Orders and recommends that the objections be set aside.

Links

Coalition Pledges	P19
Council Priorities	CP11
Single Outcome Agreement	SO4

Bus Lane Network Review – Objections to the Traffic Regulation Orders

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the objections received to two advertised Traffic Regulation Orders (TROs) and the Council comments in response;
 - 1.1.2 set aside the objections and gives approval to Traffic Regulation Order TRO/16/87A which permits motorcycles to use the bus lanes during operational hours; and
 - 1.1.3 set aside the objections to TRO/16/87B which alters the operating times of the all day bus lanes, converting them to peak hour operation.

2. Background

- 2.1 A report to Committee on [26 August 2014](#) summarised the Council's review of bus lane operational hours and the classes of permitted vehicles.
- 2.2 On [2 June 2015](#), Committee gave approval to make two Experimental TROs to convert 24 hour bus lanes to peak hour operations only and to permit motorcycles to use with-flow bus lanes during their operational hours.
- 2.3 On [1 November 2016](#), Committee noted the results of the trial of these Experimental TROs and recommended that the statutory process be commenced, with a view to making a permanent change to the substantive TRO, to be implemented after the experimental orders have expired.

3. Main report

- 3.1 The two TROs for amending bus lanes in Edinburgh were advertised between 2 and 23 December 2016:
 - TRO/16/87A – permitting motorcycles to use with-flow bus lanes; and
 - TRO/16/87B – changing all day bus lanes (7.30am -6.30pm, Monday to Friday and 8.30am -6.30pm Saturday) into peak periods bus lanes (7.30am – 9.30am and 4.00pm-6.30pm, Monday to Friday).

- 3.2 In response to the street notices and advertisements of these TROs, two objections have been received. A copy of these objections have been included within Appendix 1.
- 3.3 The first objection was from Spokes and Living Streets, which was to reiterate their objections provided in a joint submission to Committee on the 1 November 2016, when the recommendation to commence the statutory procedures was agreed.
- 3.4 This joint submission was considered by Committee on 1 November 2016 and the decision was made to set aside their objections.
- 3.5 The concerns of the second objector have been summarised below:
- That motorcyclists often ignore advanced stop lines and as a consequence they should not be given any additional benefits until they obey the current rules.
 - That allowing motorcyclists to use bus lanes is counter to their intended use for public transport.
 - That motorcycles cause as much of an obstruction to cycles overtaking as a four wheeled vehicle.
- 3.6 Considering that these proposed orders are not amending the purpose and use of advanced stop lines, the transgression of their use by some motorcyclists is not a reasonable objection to prevent all motorcycles from benefitting from the use of with flow bus lanes.
- 3.7 The recommendation to allow motorcycles into bus lanes is based on a review of the conclusions from Transport for London's (TfL) two extensive trials. Following these trials, TfL decided to give motorcycles permanent access to the majority of London's red routes. TfL states on its website that "the safety of motorcycles and other vulnerable road users is unaffected" and "benefits included reduced journey times for motorcyclists and less carbon dioxide emissions".
- 3.8 The monitoring of the trial of allowing motorcycles in bus lanes, covered by the experimental order, did not raise any concerns with motorcycles using with flow bus lanes.
- 3.9 During the monitoring of the trial experimental order, the interaction of motorcycles and other vehicles within the lane was monitored and no major issues were identified.

4. Measures of success

- 4.1 Comparison of the before and after data did not identify any significant issues with the experiment to standardise bus lane times and to permit motorcycles to use with-flow bus lanes.

- 4.2 Retaining the peak hour operational hours introduces a single operational category for approximately 90% of the city's bus lane network. This should reduce drivers' confusion with operating hours and reduce the need for any enhanced bus lane signage.

5. Financial impact

- 5.1 The cost to make the TROs is estimated to be around £5,000. This will be funded from the current bus lane Penalty Charges Notices' revenue.
- 5.2 The existing signage will be retained and no additional signs will be required.

6. Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report do not impact on any existing policies of the Council.
- 6.2 There are not expected to be any health and safety, governance or compliance implications, arising from the proposals set out in this report.

7. Equalities impact

- 7.1 The bus lane proposals may affect cyclists, by reducing the amenity provided by bus lanes.

8. Sustainability impact

- 8.1 Relevant Council sustainable development policies have been taken into account.
- 8.2 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:
- reduce carbon emissions as the adjustment/removal of ineffective bus lanes, will improve traffic flow, reduce congestion and carbon emissions thus making a contribution to better air quality in the city; and
 - help to achieve a sustainable Edinburgh because an improved transport system, based on sustainable alternative to the car, will reduce congestion and enable everyone to have the best possible access to jobs and essential services.

9. Consultation and engagement

- 9.1 Consultation was carried out during the Experimental Traffic Regulation Order and the Statutory Consultation was undertaken to make these orders permanent.

10. Background reading/external references

- 10.1 Transport and Environment Committee ([17 January 2017](#)) – Bus Lane Network Review – Outcome of Bus Operator Consultation.
- 10.2 Transport and Environment Committee ([1 November 2016](#)) – Bus Lane Network Review – Outcome of the Experimental Traffic Regulation Orders Trial.
- 10.3 Transport and Environment Committee ([2 June 2015](#)) – Bus Lane Network Review – Objections to the Experimental Traffic Regulation Orders.
- 10.4 Transport and Environment Committee ([26 August 2014](#)) – Bus Lane Network Review.
- 10.5 Transport and Environment Committee ([4 June 2013](#)) – Bus Lane Camera Enforcement Expansion and Bus Lane Network Review.

Paul Lawrence

Executive Director of Place

Andrew Renwick, Senior Transport Team Leader, Public Transport

E-mail: andrew.renwick@edinburgh.gov.uk | Tel: 0131 338 5842

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	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1- Objections to the Traffic Regulation Order

Andrew Renwick

Subject: FW: TRO/16/87B – Bus Lanes, change operational hours

From: [REDACTED]

Sent: 08 December 2016 20:50

To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>

Cc: [REDACTED]

Subject: TRO/16/87B – Bus Lanes, change operational hours

I am emailing on behalf of Spokes and Living Streets to object to the above Order.

We have nothing to add beyond the points made in our [joint submission](#) to the Transport and Environment Committee when it decided to promote this Order. We still stand strongly behind those points, which we do not feel were answered satisfactorily at the Committee.

We also repeat our disappointment and concern that [150 separate objections](#) from individuals and organisations were rejected last year when the experimental Order was promoted.

We would be grateful if you would take this email and our above joint submission as our objection to the TRO.

Yours sincerely

[REDACTED]

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

** Personal: [REDACTED]

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



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

To: Councillors on CEC Transport Cttee

29 October 2016

Dear Councillor

Transport & Environment Committee 1.11.16 - Bus Lane Network Review

Spokes and Living Streets write to express our great disappointment at [the above report](#) and to suggest alternative recommendations rather than making the current experiment permanent.

The report fails to address some crucial issues, and misses some important evidence from the trial. Nor does it recognise and address the disconnect between this proposal and Council transport policies.

1. RECOMMENDATIONS

We ask the Committee to defer a decision on the report's recommendations, pending further analysis and discussion of the issues raised in our letter.

If, however, the Committee feels it must make an immediate decision, we suggest the '7-7-7' solution adopted by Glasgow, after wider consultation than has been the case in Edinburgh, whereby the default timing for bus lanes is 7am-7pm, 7 days a week. The Committee could set this up as a further experiment before taking a final decision.

Nonetheless, we recognise that the Committee is unlikely to agree to 7-7-7, and therefore we suggest a compromise whereby bus lanes would remain peak-only on weekdays but would also operate on Saturdays and Sundays. We note that 63% of respondents in the Council's attitude survey supported this proposal with only 37% against, yet the issue is not discussed in the report or its recommendations - only the bare statistic is reported.

2. RATIONALE AND COMMENTS ON THE REPORT

2.1 Danger to cyclists

The report states clearly that the proposal “*will affect cyclists, by reducing the amenity provided by bus lanes.*” Making cycling conditions worse is contrary to council policy and should only be pursued if there are very clear benefits which outweigh this loss. The report shows no such benefits. Below we give a clear example of the actual dangers, let alone “loss of amenity,” which the proposal brings.

We urge Committee members to watch [this short video](#), sent to us by a cyclist, taken with his headcam – it shows, first, the back view as a car approaches, then the front view as the car overtakes.



In watching the video, note the following...

- ◆ There is no value in the motorist being allowed to use the bus lane – there is plenty space in the main traffic lane, with traffic travelling at a similar speed.
- ◆ The motorist appears more concerned with keeping within the thick white line of the bus lane than with passing the cyclist at a safe distance, in keeping with the Highway Code.

In summary, the video illustrates an entirely unnecessary danger to the cyclist, and the sort of incident which deters people from taking up cycling – the opposite of what Edinburgh wishes to encourage.

2.2 Disbenefits to pedestrians

Whilst the report acknowledges that the proposal reduces cyclist amenity, it does not make the same point for pedestrians, although this is clearly the case and should be corrected in the report. Keeping moving traffic one lane away from the footway greatly improves the pedestrian experience in terms of noise, splashing, pollution and general ambience – as the attitude survey suggests (2.3 below).

Despite an explicit request by Living Streets, no breakdown of the attitude survey is given by age, by mobility handicap, by child accompaniment, by buggy use, etc – although this data was collected. The generalized results, which include many relatively able-bodied adults, may mask traffic barrier and safety problems faced by the more vulnerable. According to Q17, 14% of interviewees reported a disability, and the interviewer noted use of stick, wheelchair, buggy etc - the attitudes of this group would have been of particular interest, even though the sample is not large.

2.3 Cyclist & pedestrian attitudes

Whilst the report presents the findings of the attitude survey in a relatively positive light, a different interpretation is possible. For example, the survey results show a clear view that conditions have deteriorated compared to a year ago, before the experiment began. In nearly all the following questions, 20%-40% of respondents felt that conditions were now worse, compared to just 3%-10% who felt they were better (the remainder not noticing any difference)...

- ◆ Speeding in the bus lane
- ◆ Parking in the bus lane
- ◆ Crossing the street
- ◆ Journeys take longer
- ◆ Feels less safe for cycling
- ◆ Street is worse for walking or cycling

2.4 Bus issues

The Lothian Buses statement includes, *“Bus lanes are an effective mitigation measure for congestion and as such their provision is important in encouraging modal shift to public transport”* and *“The analysis did not show a conclusive effect on transit times but did show a consistent marginal increase.”*

Thus Edinburgh's award-winning bus company clearly states the importance of the bus lane network and reports a *“consistent marginal increase”* in journey times – albeit not a large increase.

Unless the Council can show a major overall benefit to the city from this proposal – which the report patently fails to do – there should be no question of imposing even marginal disbenefit on Lothian Buses.

We also note that Prof David Begg (who introduced Edinburgh's Greenways bus network when he was Transport Convener, and is an expert on public transport) [has recently stated](#), *“When they were first introduced, Edinburgh was the only city in the UK to show a consistent improvement in bus journey times. However, since then bus journey times in Edinburgh have reverted to the UK norm and have been increasing by ten per cent every decade.”* He then warned against making the current experiment permanent *“or congestion will worsen, journey times will increase further and the council will lose out financially because its dividend from Lothian Buses will drop.”*

As a separate but related issue, parking in bus lanes needs effective enforcement. This is a major cause of delay for buses, whilst for cyclists it means moving out of the relative safety of the bus lane and into the main traffic stream – a manoeuvre with which regular cyclists are familiar but which is particularly daunting to the new cyclists that the council wishes to encourage. Possibly a proportion of the Council's dividend from Lothian Buses should be ring-fenced for additional enforcement.

2.5 Car issues

No evidence is presented in the report that the experiment has speeded up car trips or reduced congestion. Indeed, most cars have always stayed out of the bus lanes because of the potential delays resulting from occasional (or frequent) parked cars. Therefore the benefit of allowing cars into bus lanes off-peak, when the main traffic lane usually has more than adequate capacity, is hard to fathom.

Given therefore that bus lanes are vital for buses in the peak, and have no great value for cars in the off-peak, the obvious solution for simplicity and consistency would be the 7-7-7 policy in section 1 above.

2.6 Sustainability impact

The report (para 8.3) states that the reduced bus lanes will cut carbon emissions, congestion and air pollution. No evidence is presented in the report that the experiment has achieved any of these ambitions.

Para 8.3 further states that Edinburgh aims for a transport system “*based on sustainable alternatives to the car.*” Yet this proposal worsens conditions for bus, walking and cycling, all in the name of (though without proof) improving conditions for the car.

2.7 Policy contradictions

Policies and statements in the Council's [Local Transport Strategy](#) include...

- ◆ **PubTrans1:** The Council will presume in favour of giving buses and Trams *priority over other motorised traffic*
- ◆ **PubTrans7:** The Council will continue to maintain the bus lane network, review it regularly and *extend* it or *enhance* it where opportunities arise
- ◆ **Walk1:** The Council will seek opportunities to improve pedestrian facilities
- ◆ **[9.2]:** The attractiveness of cycling is dependent on the degree to which the road network is dominated by motor vehicles.

Cutting weekday bus lane hours, and scrapping Saturday bus lanes, contradicts these policies.

2.8 Public objections

When the TRO to introduce the experiment was approved by the Committee in 2015, Spokes and Living Streets, for legal reasons, were not permitted to have a deputation. We were further disappointed that there was little discussion or consideration by that Committee of the [over 150 written objections](#), including from several community councils, Sustrans Scotland, Transform Scotland and the Scottish Association for Public Transport. In contrast there were no written submissions in support of the TRO.

2.9 Positive aspects

We support the proposal (3.29) in the report to consider cycle facilities within bus lanes – but there is nothing specific and no timescale, and in any case such measures would be less necessary if bus lane hours were not being cut. Furthermore, we would not want staff resources reduced on the Council's planned segregated cycleroutes if that were to be a consequence of this measure.

We do strongly support the proposal (3.30) to make the Calder Road bus lane 24-hour, specifically to encourage more cycle use. This proposal, of course, further reinforces the fact that making other bus lanes peak-hour-only is detrimental to encouraging more people to cycle.

In conclusion, we trust the Committee will consider our points carefully - specifically the recommendations in section 1 at the start of this letter

Yours sincerely

Dave du Feu, Spokes
David Spaven, Living Streets Edinburgh
Stuart Hay, Living Streets Scotland

Andrew Renwick

To: Traffic Orders
Subject: RE: TRO/16/87A – Bus Lanes – permit use by motorcycles

From: [REDACTED]
Sent: 22 December 2016 08:25
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Cc: [REDACTED]
Subject: TRO/16/87A – Bus Lanes – permit use by motorcycles

Dear Sirs,

I wish to comment on the above TRO.

I wish to object to allowing motorcycles into bus lanes at any time and under any circumstances when cars and other forms of transport are not allowed, for the following reasons.

In spite of being a regular cyclist and bus user I am not a fan of bus lanes. Edinburgh has far too many and some of them operate for far too long. However, if we are to have any bus lanes these should operate at peak times on Monday to Friday only and at these time be for the sole use of buses, taxis and cycles only. No other motorised vehicles should be allowed to use them at these times. To have bus lanes which operate at different times and for different kinds of vehicles is confusing and not conducive to smooth traffic flows.

Specifically motorcycles should not be exempt for the following reasons

- (a.) As a cyclist I often encounter motorcycles in ‘advanced stop boxes’ where they should not be. While I am not claiming that all motorcyclists are guilty of this I do not believe that we should be encouraging motorcyclists in other ways until they obey the rules which already apply to them.
- (b.) I understood that bus lanes were to provide priority for certain types of mass public transport so where is the logic in allowing single, or at best two-passenger, vehicles to get priority over cars and mini-buses which can transport many more people? If road space is at a premium, as it is in Edinburgh due largely to council policies, it should be rationed in favour of vehicles transporting the largest number of people and that is not motorcycles.
- (c.) Some may claim that as motorcycles are narrower than other road vehicles they are less of a barrier to legitimate bus lane users. This is not my experience. In general motorcyclists ride in the middle of the lane and so cannot be passed, other than by other two wheeled vehicles, any more than a four wheel vehicle can be passed. Therefore, they cause just as much of an obstruction as four wheeled vehicles and should therefore not be allowed in bus lanes.

Yours faithfully

[REDACTED]

No virus found in this message.
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Version: 2016.0.7924 / Virus Database: 4739/13632 - Release Date: 12/22/16

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Leith Street Temporary Traffic Management Arrangements

Item number	7.8
Report number	
Executive/routine	Routine
Wards	All

Executive Summary

This report seeks to inform the Committee on the recommendation, made by the Traffic Management Review Panel, set up under the Growth Accelerator Model Agreement relating to St James Quarter Edinburgh (the development), and the City Wide Traffic Management Group, on the temporary traffic management arrangements in Leith Street.

The development involves an agreement between the City of Edinburgh Council, the Scottish Government and Edinburgh St James Limited Partnership in the delivery of the development.

Links

Coalition pledges	P8 , P15 , P17 , P28
Council priorities	CP4 , CP12
Single Outcome Agreement	SO1 , SO4

Leith Street Temporary Traffic Management Arrangements

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee approves the recommendations by the Traffic Management Review Panel (TMRP) that Leith Street is closed between Calton Road and Waterloo Place for a period of 44 working weeks between 4 September 2017 and 26 July 2018 to facilitate essential deep drainage works and carriageway and footway reconstruction, realignment and renewal.

2. Background

- 2.1 Edinburgh St James Limited Partnership (the Developer) acquired the St James Centre, including the now vacant New St Andrews House (the former Scottish Office building next to the centre), in May and June 2006.
- 2.2 On 4 June 2009, the Council granted outline planning permission for redevelopment, refurbishment and demolition works to provide a major mixed use scheme on the site of the existing St James Centre and New St Andrews House.
- 2.3 On 14 June 2016, the Growth Accelerator Model Agreement (GAM) was signed on behalf of the Council.
- 2.4 On 21 June 2016, the GAM was signed on behalf of the Developer.
- 2.5 Set up under the GAM, the remit of the TMRP is to ensure that the Developer undertakes sufficient planning to minimise disruption to the level of traffic flow and pedestrian movement, within and around the development, during the construction works.
- 2.6 The TMRP ensures that work is undertaken timeously and that the required approvals are in place in advance of commencement of any work. Where necessary, the TMRP has access to the Council's traffic modelling capability to test traffic management scenarios and understand the possible wider impacts of the traffic management proposals to the city infrastructure network.
- 2.7 Chaired by the Council, the TMRP consists of the Developer, the local Roads Team, Lothian Buses and Edinburgh Trams, the emergency services, Council communications and specialist advisors as required (e.g. traffic signals, modellers,

utility providers etc). The TMRP will make recommendations to the City Wide Traffic Management Group (CWTMG) as detailed in the GAM.

- 2.8 All traffic management plans and proposals associated with the construction of the development from local footpath interventions, to major construction works, will be progressed through the TMRP process. Where necessary, and where advised by the TMRP, there may be a requirement to undertake detailed stakeholder engagement on particular aspects of the works associated with the development.
- 2.9 The Leith Street section of the GAM represents approximately £6m of works including the renewal and upgrading of utilities, forming widened high quality natural stone footways, segregated cycle ways, re-profiled roads and re-sited pedestrian crossings, to ensure a more inviting and attractive streetscape is created.
- 2.10 The scale of the proposed work will create a degree of disruption for the city. As a result and in accordance with the Traffic Management Protocol (TMP) included within the GAM, all proposed work affecting the public road network has been considered at TMRP to establish the optimum way to carry out these works. Using the combined experience it has been established that multiple traffic management changes over a long period of time can lead to congestion, driver confusion, frustration, increased works programmes and it has been concluded that this should be avoided.
- 2.11 A fundamental part of the works to Leith Street involve the installation of new surface and foul water drainage systems to replace the crumbling brick built combined sewers that are already beyond their design capacity. These sewers require replacement to increase capacity and separation between foul and surface water to accommodate the development and other developments in the city, but also to reduce the need for repair and rationalise services in the road, reducing the need to take up the high quality reconstructed road materials in the future.

3. Main report

- 3.1 As part of the development, the following utility works and reconstruction works to Leith Street will be undertaken to provide improvements to the public realm and roads infrastructure:
 - 3.1.1 Outdated utility infrastructure to be replaced;
 - 3.1.2 Diversion and renewal of water main;
 - 3.1.3 Diversion and upgrade of gas infrastructure;
 - 3.1.4 New foul and surface water drainage; and
 - 3.1.5 Leith Street reconstruction works:
 - 3.1.5.1 Removal of Leith Street central reservation;
 - 3.1.5.2 Re-profiling of road geometry, to improve levels and flexibility;
 - 3.1.5.3 Road reconstruction and resurfacing;

- 3.1.5.4 Footpath widening;
 - 3.1.5.5 Improved pedestrian crossings;
 - 3.1.5.6 Two way cycle lanes from Leith Walk to Calton Road; and
 - 3.1.5.7 Bus stops.
- 3.2 To facilitate these works it is proposed and recommended by the TMRP, to close Leith Street between Calton Road and Waterloo Place for a maximum duration of 44 weeks to complete the works included under 3.1.
- 3.3 In the instance any remaining works cannot be fully completed within 44 working weeks, Leith Street will be re-opened and the works completed under contraflow traffic management arrangements.
- 3.4 The advantages of full and consistent closure to Leith Street for the entire duration of all the work in comparison to a phased closure include:
- 3.4.1 A more durable road and pavement construction;
 - 3.4.2 A reduction in the traffic in and around Leith Street;
 - 3.4.3 Safety of the general public, vehicle users and the workforce;
 - 3.4.4 Minimise, as far as practically possible, the impact of traffic diversions;
 - 3.4.5 Consistent traffic management and diversion route throughout the duration of the closure;
 - 3.4.6 A consistent site boundary line allowing works undertaken during the period of the diversions to be maximised;
 - 3.4.7 Simplify, as far as practically possible, the bus stop and service routing;
 - 3.4.8 Complete the planned works in the shortest practicable programme;
 - 3.4.9 Maintain access to and through the site for Emergency Services;
 - 3.4.10 Identify a Preferred Diversion Plan;
 - 3.4.11 Alignment of programmes for Leith Street and Picardy Place (i.e. overlap construction activities associated with the reconstruction of Picardy Place); and
 - 3.4.12 Improved pedestrian footway provision and segregated two-way cycleway.
- 3.5 There is sufficient width within the northern cross section of Leith Street (i.e. Picardy Place to Calton Road) to safely undertake the construction of the sewer system and reconstruction works under contraflow and maintain two-way traffic flow for the shallower depths. The width of the southern cross section (i.e. Calton Road to Waterloo Place) is not sufficient and combined with the topography of this section, the construction works cannot be undertaken safely, whilst accommodating traffic lanes.

- 3.6 It is envisaged that the majority of the sewer installation will be undertaken by excavating a trench to the required depth and cross section, removing existing pipe work, installing new substrate and pipe work and reinstate the road. However, due to the depth of the excavations required for the drainage particularly between Calton Road and Waterloo Place, as well as the working space and safety zones necessary around the construction plant, it will not be possible to accommodate traffic access past the working area for the full extent of the works, and it is necessary to close the southern section to general traffic.
- 3.7 A traffic management plan and diversion route has been developed for the partial closure of Leith Street for vehicles between Calton Road and Princes Street in both directions to accommodate the deep excavation works.
- 3.8 During the traffic management planning stage, the Developer has been able to reduce the closure duration by approximately 20%, from an initial 62 working weeks to 44 working weeks. This will allow the closure to be scheduled to take place between the 2017 and 2018 summer festival periods, reducing the overall impact of the works to the city as far as possible. The Developer has provided a commitment to the 44 working week programme given there are more work-fronts available when the road is closed, and additional resources can be deployed to accelerate the works.
- 3.9 The effects of the closure have been modelled in the Council's transport model in order to identify the wider strategic traffic impacts.
- 3.10 During the 44 working week closure period, access will be maintained to Calton Road and Greenside Row. This will allow access to be maintained to the Waverley Station access and the Omni car park. Access and servicing arrangements with local businesses and residents to Leith Street will be maintained.
- 3.11 During the closure period, an emergency service route will be provided between Calton Road and Waterloo Place for the purpose of accessing local businesses and residential properties, but not as a general thoroughfare. In emergency and exceptional circumstances, this emergency service route can be used by emergency vehicles only. The alignment of this emergency service route will not be fixed and be subject to change in line with the works and will be shared with construction traffic/vehicles.
- 3.12 The proposed diversion route for all traffic is from Leith Walk, London Road, Montrose Terrace, Regent Road and onto Princes Street at the point of south end of Leith Street closure. This will include a series of alterations to existing line markings, signal location and sequences (all of which have been traffic modelled).
- 3.13 There will also be the provision of a London Road, Montrose Terrace, Easter Road signalised gyratory which will help minimise delays and congestion.

- 3.14 At the North Bridge and Princes Street Junction, a signed diversion route will be established to direct private vehicles east towards Waterloo Place/Regent Road. A signed diversion route will be established to direct public transport either east towards Waterloo Place/Regent Road or west to Princes Street.
- 3.15 It is considered that the closure of Leith Street is essential for the safety of the workforce, the general public and other road users. There is no practical alternative to the closure of Leith Street for undertaking the deep sections of the drainage works.
- 3.16 It is also considered to be necessary for local business and servicing to their properties to be maintained via Greenside Row and Calton Road.
- 3.17 During the closure pedestrian access will be maintained along Leith Street and available width for pedestrians will be increased.
- 3.18 During the closure a segregated cycle route will be provided between Calton Road and Waterloo Place.
- 3.19 Bus service diversions and bus stop positions have been agreed and coordinated with bus operators and the Council.
- 3.20 Environmental issues, including dust, noise and vibration will be managed as far as practical to limit impact on businesses. Works will be carried out considerately, respecting the local businesses and residents.
- 3.21 Community engagement will continue with a dedicated project liaison manager.
- 3.22 Any work not undertaken whilst the closure is in place will be carried out under contraflow arrangements.
- 3.23 Throughout the duration of the closure period, the TMRP will review and monitor the status of the works, the programme and the diversion route on a regular basis, and as a minimum, monthly.

4. Measures of success

- 4.1 Improved and prolonged maintenance free infrastructure through works being undertaken under a single site opportunity.
- 4.2 Consistent traffic management and diversion route throughout the duration of the closure.
- 4.3 Improved public realm spaces and finishes to Leith Street, in particular for pedestrians and cyclists which includes widening of existing footways and the provision of a segregated two-way cycle way from Leith Walk to Calton Road.
- 4.4 Enabling works for deliverability of the development.
- 4.5 Coordinated improvements to utilities routes and installation thus minimising extent of contraflow and road closures to facilitate maintenance works.

5. Financial impact

- 5.1 There is a potential, should a closure not be used to facilitate this work, that future maintenance of the Utility Apparatus and the road infrastructure will be required before a designed date for renewal.
- 5.2 The costs to the Council of implementing this closure will be met from the Developer.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that should a closure not be used to facilitate all of the drainage and road reconstruction work that future maintenance of the utility apparatus and the road infrastructure will be required in a shorter time.
- 6.2 There is a risk to both operatives and the public should the work not be undertaken under full closure.
- 6.3 Regular changing traffic flows under contraflow can be confusing to road users and pedestrians.

7. Equalities impact

- 7.1 The redevelopment of the St James Centre should have a positive impact on the Council's equality duties through improved accessibility and design.
- 7.2 There are likely to be negative impacts throughout the construction stage on the accessibility of the area particularly to the disabled, the elderly and people with young children, although this has been mitigated by the provision of a wider footway than existing.
- 7.3 The disposal of common good land will deny access to the land, however, this is mitigated by the provision of a new state of the art electricity substation and improved public realm works.
- 7.4 The renewal or the pavements in Leith Street will remove existing uneven surfaces for all protected characteristics which will specifically benefit people with disabilities, women who are pregnant, children and the elderly.

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 TMRP meetings have regularly taken place to discuss future proposals and monitoring existing traffic management arrangements in and around Leith Street.

- 9.2 Extensive stakeholder engagement has been undertaken to date, by the Developer. This has included elected members, community councils, local businesses and residents, business organisations (including Essential Edinburgh, Chamber of Commerce and Federation of Small Businesses), community groups (including Living Streets Edinburgh and Spokes), Edinburgh Taxi Trade, Road Haulage Association and the media.
- 9.3 The engagement has been facilitated by a series of briefings, meetings, e-mail correspondence and personal visits.
- 9.4 Following the engagements, extensive media coverage of the proposals has been published.
- 9.5 The engagement process will continue throughout the development works, with (at the time of writing) a drop in session scheduled for 16 March 2017.
- 9.6 At the time of writing, the feedback generally has been about the detailed aspects of the proposals including accessibility to the Omni Centre car park, delivery provisions for businesses and emergency and general access arrangements.

10. Background reading/external references

- 10.1 Public Engagement Report - Leith Street, dated 13 March 2017.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition pledges	<p>P8 - Make sure the City's people are well housed including encouraging developers to build residential communities, starting with brownfield sites</p> <p>P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P17 - Continue efforts to develop the City's gap sites and encourage regeneration</p> <p>P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p>
Council priorities	<p>CP4 – Safe and empowered communities</p> <p>CP12 – A built environment to match our ambition</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities for all.</p> <p>SO4 - Edinburgh's communities are a safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix 1 - Leith Street Closure and Diversion Routes</p> <p>Appendix 2 - Stakeholder Engagement Responses and Enquiries</p>

Leith Street – Closure Overview



Single Phase

Duration: 44 working weeks

Description of Work

Full closure (south) and Contraflow (north) for full installation of new utility infrastructure and complete reconstruction of Leith St under the closure.

Infrastructure

Footway

Widened eastern footway retained at all times

Cycleway

Segregated 2way cycleway retained at all times

Carriageway


Leith St (south) - closed between Calton Road & Waterloo Place

Leith St (north) - open 2 way at all times under contraflow

Calton Rd - reduced to 1 way from Leith St

Greenside Row - open 2 way at all times

Buses - All bus stops removed (i.e. no bus provision)

 Extent of Closure / Site Boundary

 Contraflow / Site Boundary

 Deep Excavation/Trench

 Pedestrian Footway

 Cycleway

 Carriageway



Leith Street – Pedestrian, Cyclist & Local Access

Footways

- Provision of wider footpaths (than existing) adjacent to the enclosed worksite on the east side of Leith Street.
- Significantly improved pedestrian green time across Leith Street at the junction with Princes Street.

Cycleway

- Segregated cycle route adjacent to the enclosed worksite on Leith Street.

Buses

- No bus services operate on Leith Street, revised bus services via gyratory and York Place with bus stop provision to be provided on diversion route.

Local Access

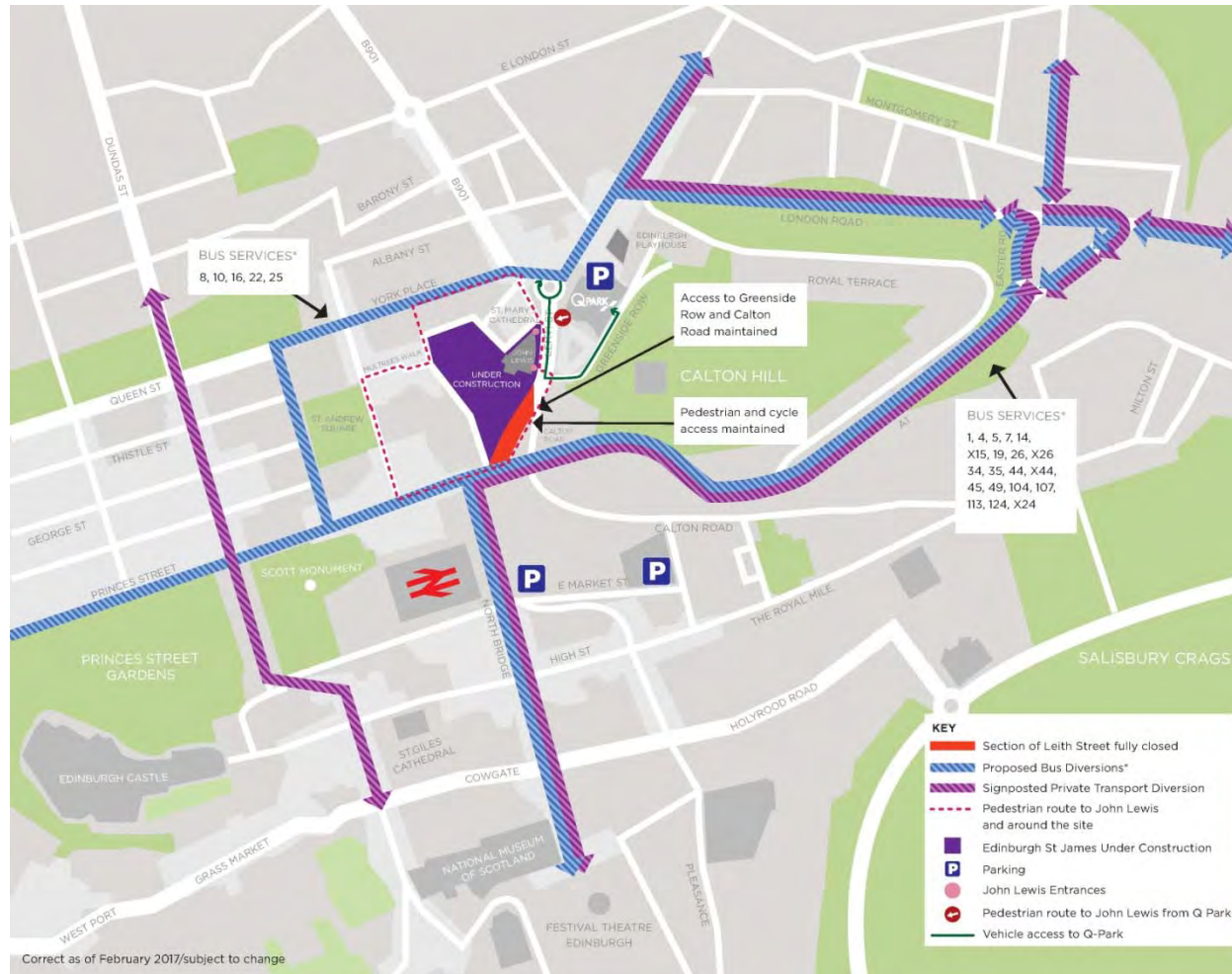
- Low risk of congestion for local access to businesses and properties on Leith Street under (relatively) low traffic volumes – only between Greenside Row and Picardy Place.
- Local loading provisions on Calton Road which will be one-way southbound.

Emergency Access

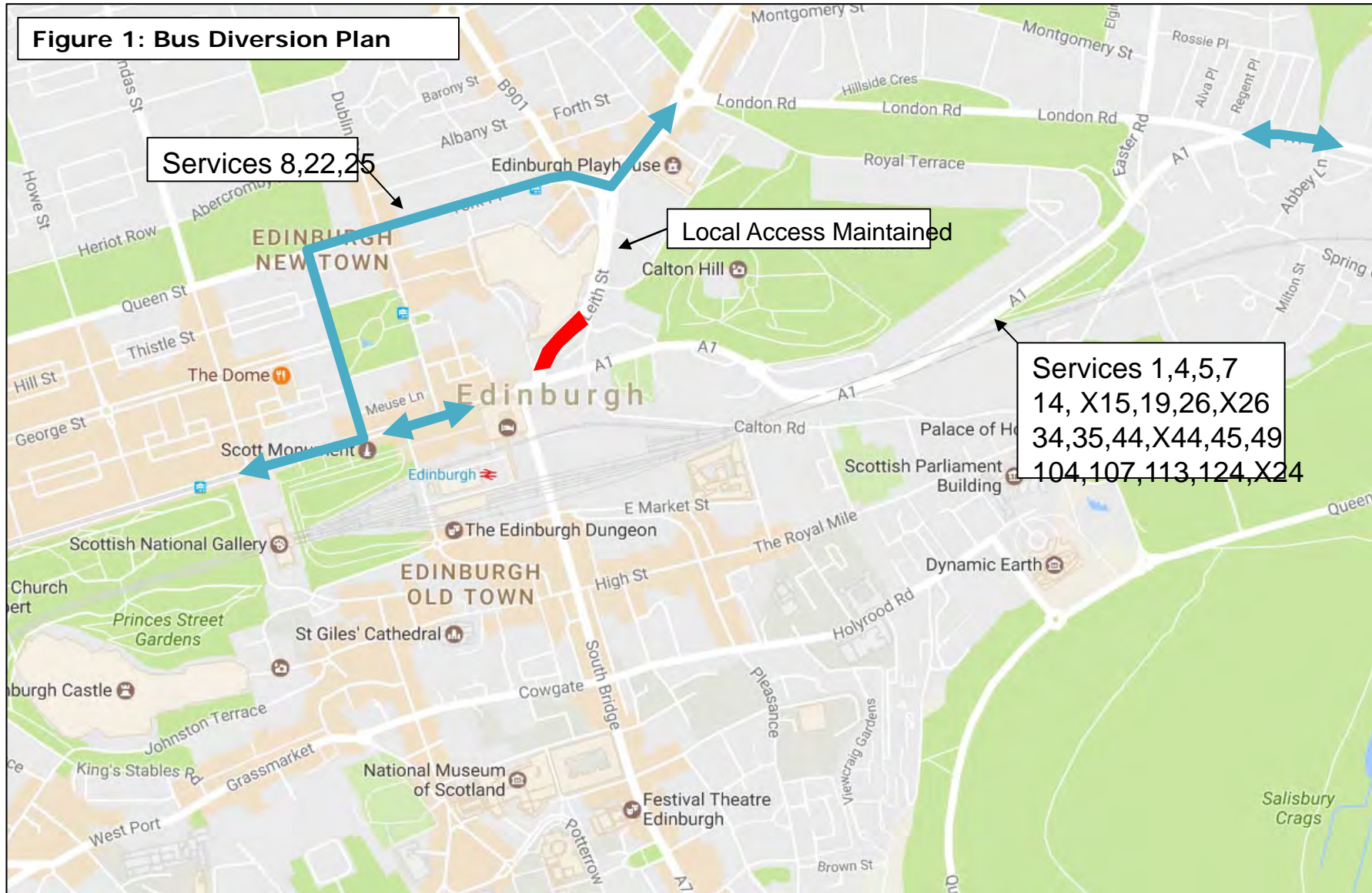
- Emergency services access maintained through the proposed enclosed worksite.



Leith Street – Diversion Routes

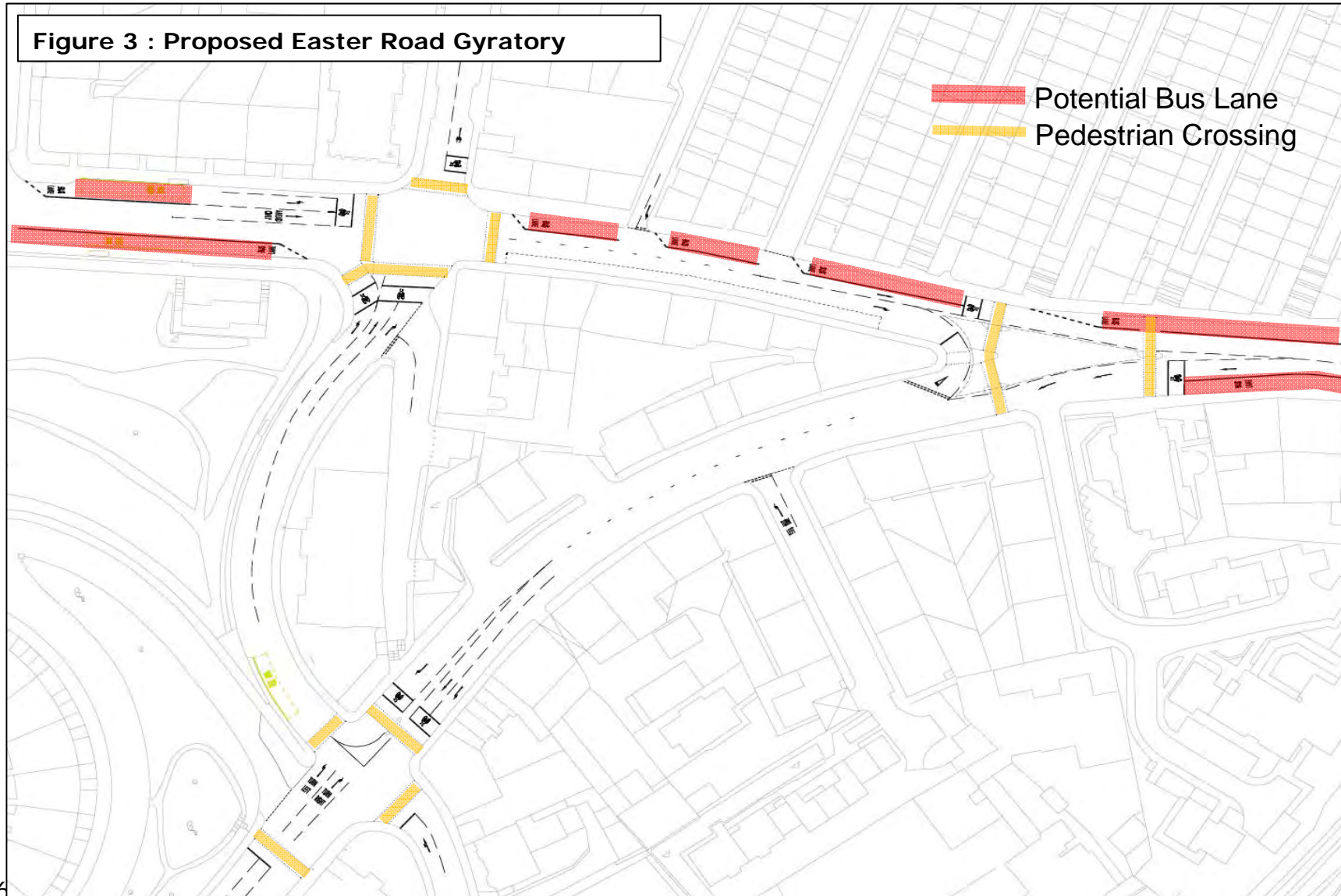


Traffic Modelling– Bus Diversion

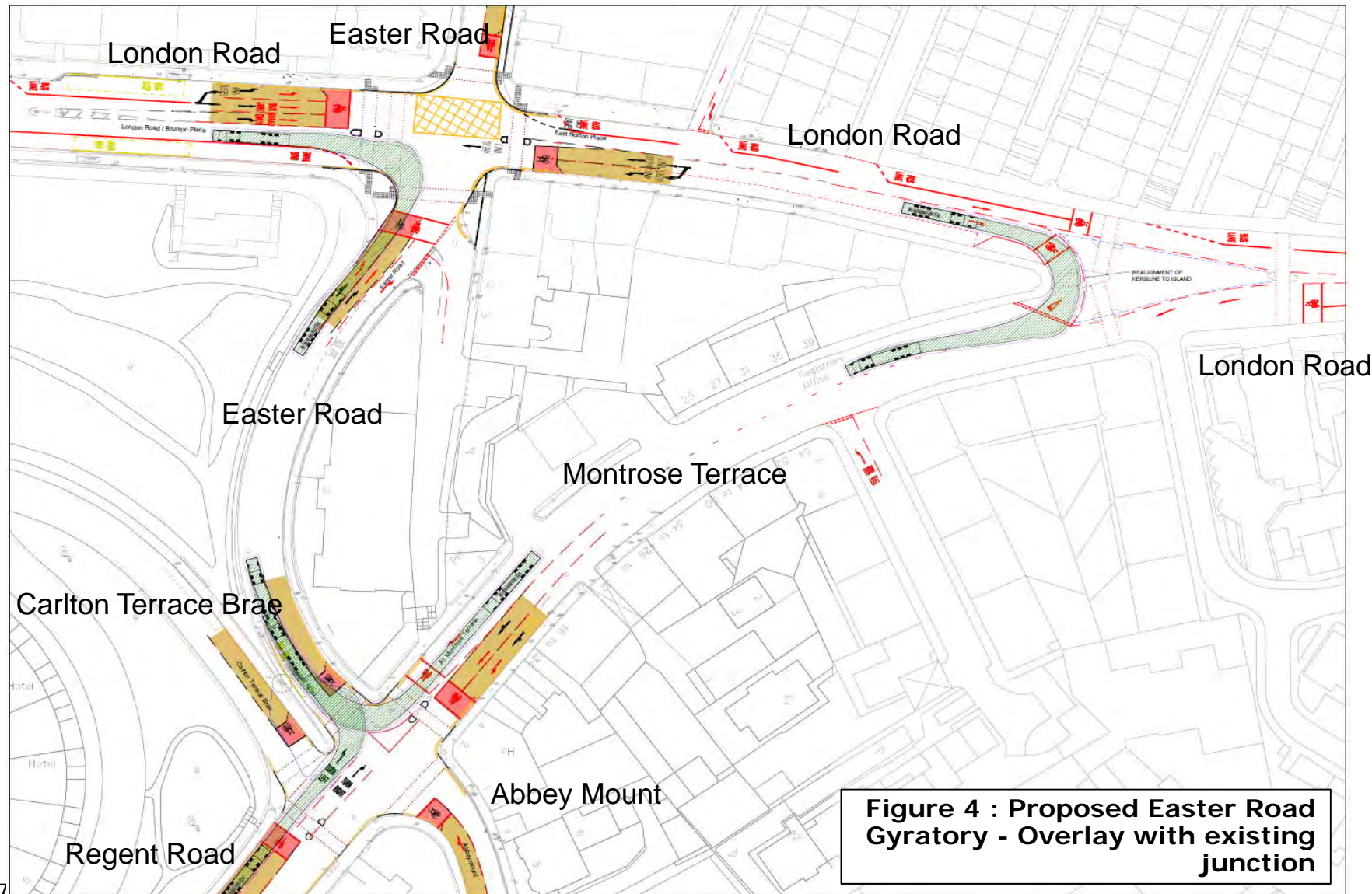


Traffic Modelling – Proposed East Road Gyratory

Figure 3 : Proposed Easter Road Gyratory



Traffic Modelling – Proposed East Road Gyratory



5. Responses and Enquiries

Stakeholders were given the opportunity to email members of the Edinburgh St. James Team (esjcommunity@laingorourke.com) with any questions, comments or queries they may have – with the assurance that an answer would be given as soon as possible. Below is a table detailing questions asked, and the responses given by the Edinburgh St James team. This is a summary of responses at the time of writing the report.

Date	Enquiry	Response	Outcome
1/3/17	Entry and exit arrangements for Omni car park?	Confirmed that access to Q Park from Leith Street will be maintained as the road closure starts after the Greenside Row turn from Leith Street.	<i>"Thanks for that"</i>
2/3/17	Access to Omni car park and duration of closure?	Confirmed that access to Q Park from Leith Street will be maintained as the road closure starts after the Greenside Row turn from Leith Street and that the closure will be for 44 weeks.	
2/3/17	What happens to access to Q Park during closure? Two way access to Greenside Row maintained?	Confirmed that access to Q Park from Leith Street will be maintained as the road closure starts after the Greenside Row turn from Leith Street.	<i>"Thanks again All clear."</i>
2/3/17	Will closure affect entry into Q Park from Leith Street?	Confirmed that access to Q Park from Leith Street will be maintained as the road closure starts after the Greenside Row turn from Leith Street.	<i>"thanks for this."</i>
2/3/17	Explain why the proposals detailed in the press differ so much from those you sent to me last week?	Confirmed that the information provided last week was in relation to the upcoming utility works on Leith Street, specifically gas and water installation starting later this month, and is still valid. The full closure of Leith Street reported in the press will follow in September.	



3/3/17	Plans for pedestrian access from the station to the Omni via Carlton Road?	Confirmed that pedestrian access is maintained to Calton Road during the closure.	
3/3/17	Leith Street only closed in the section from Greenside Row to Princes Street with effect from Sept 2017 for 40 weeks?	Confirmation of location of road closure location and duration.	
3/3/17	Greenside Row is the only access touring trucks have to bring in their shows and 24/7 access is required (turnaround of up to 12 x 40ft articulated trucks for any one show with a mix of weekly and daily turnarounds). Confirm what measures will be taken, and perhaps include a map so that we can send this to the touring companies who are coming to us after August so that they can be prepared for arrival.	Confirmation of road closure location and no disruption to Theatre operations.	
6/3/17	Will there still be access / egress permitted to and from the car park underneath the Omni throughout this period and if so from where?	Confirmed that access to Q Park from Leith Street will be maintained as the road closure starts after the Greenside Row turn from Leith Street.	
6/3/17	Confirm that closure has been agreed by emergency services and Council?	Confirmed closure has been reviewed and approved by the Traffic Management Review Panel which includes the emergency services as well as the CEC roads officers and other statutory stakeholders. We have received sign off on these proposals; however the matter has been referred to the Transport and Environment committee for final acceptance later in March.	
6/3/17	Possible to see a bit more detail on the planned road closures for Leith Street? i.e. specific drawings	Map shared and confirmation of access to Greenside Row and parking in Q Park.	
7/3/17	Plans for alternative access to/from the Omni Centre car park during this period?	Access to Greenside Row to Q Park maintained throughout.	
8/3/17	Will the Omni Greenside car park will still be in operation/have access? If not, are other car park facilities being put in place and if so,	Access to Greenside Row to Q Park maintained throughout.	



	where and when?		
8/3/17	<p>National Records of Scotland twice daily record transportation service across our estate - General Register House EH1 3YY is the principal site with public access. Our key stakeholders include Scottish Parliament; Scottish Courts Service; Registers of Scotland and the business is official and time sensitive. Can you advise how you view the impact on our service and offer any advice and guidance and assistance for our future operations?</p> <p>The principal record transport service (small van just moving to electric and awaiting delivery of grey Nissan e-NV 200) is on site at General Register House between 08.30am-09.30am and in the afternoon between 13.30-14.30. There are some variations due to traffic and depending on what is required for retransmission or if there are any urgent requests but this broadly covers our times. These are only the standard times, there are occasions when we access out with the normal timetable and we need 24 hours access for business contingency planning given we hold the national archival collections within the store rooms.</p>	<p>Map of closure provided to help assist planning in addition to CEC South East Locality Transport and Environment Manage) response putting them in touch with the project. Stakeholder added to project Stakeholder Matrix to receive future updates in relation to Leith Street.</p>	<p><i>"Thank you for your quick and open response to my query"</i></p>
9/3/17	<p>Looking for more information on bus diversions ahead of Neighbourhood Information Forum.</p>	<p>Map of bus diversions sent.</p>	
8/3/17	<p>Disruption to office services? Levels of noise/vibration to be anticipated? Locations of 9 trenches and durations so meeting scheduling can be planned? Will office windows still be able to be cleaned from the pavement using a scissor lift during</p>	<p>Follow-up meeting planned for 15/3/17</p>	<p><i>"Thanks again for that. I commend the level of information you have provided"</i></p>



	the closure? Will facade remedial repairs be able to be undertaken during the closure?		
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Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Objections to Traffic Regulation Order TRO/13/45 - Greenways' Parking Places Charges

Item number	7.9
Report number	
Executive/routine	Executive
Wards	6 – Corstorphine/Murrayfield 7 – Sighthill/Gorgie 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 11 – City Centre 12 – Leith Walk

Executive Summary

At its meeting on [27 August 2013](#), the Transport and Environment Committee approved a report to commence the statutory process to introduce parking charges in Greenways' parking places within the CPZ and approve the pilot of a cashless only payment service in these areas.

Traffic Regulation Order (TRO/13/45) was advertised between 18 March 2016 and 12 April 2016 and two objections were received.

The purpose of this report is to address these objections, recommending Committee makes a change to the proposals based on one objection and sets aside the other objection. This change will enable the introduction of parking charges in Greenways' parking places.

Links

Coalition Pledges

Council Priorities [CP11](#), [CP12](#)

Single Outcome Agreement [SO4](#)

Objections to Traffic Regulation Order TRO/13/45 - Greenways Parking Places Charges

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the objections received;
 - 1.1.2 agrees to convert free parking places on Ardmillan Terrace to shared use parking places to enable residents to purchase S4 parking permits allowing them to park in the bays outside their homes;
 - 1.1.3 sets aside an objection regarding Slateford Road; and
 - 1.1.4 proceeds to make the Traffic Regulation Order as advertised.

2. Background

- 2.1 The aim of Greenways' in Edinburgh is to ensure fast and reliable public transport services to and from the city centre during peak times. This encourages people to travel by bus and reduces congestion and pollution in the city whilst also improving accessibility for cyclists, motorcyclists and taxis.
- 2.2 There are five Greenway routes in Edinburgh, these include:
 - Lothian Road and Tollcross;
 - Dalry Road, Gorgie Road and Calder Road;
 - Glasgow Road and Corstorphine Road (A8);
 - Leith Walk and Leith Street; and
 - Slateford Road.
- 2.3 Outwith peak times, parking or loading activities can take place in Greenway areas free of charge. However, parking charges apply on the surrounding streets and on other main traffic routes within the Controlled Parking Zone (CPZ) which are not designated as Greenway. This approach is inconsistent, inequitable, creates confusion for motorists and results in further parking problems, such as poor accessibility caused by a low turnover of spaces.
- 2.4 The aim of the proposals is to ensure a consistent charging approach across the CPZ, to manage parking demands better and to tackle parking problems, such as commuter parking which prevents short-term parking opportunities for people visiting shops, businesses and local services.

3. Main report

- 3.1 The Transport and Environment Committee, on 27 August 2013, approved the commencement of the necessary statutory process to introduce parking charges in Greenways' parking places within the CPZ and to operate a cashless only payment service in such areas.
- 3.2 The draft Traffic Regulation Order (TRO/13/45) was advertised between 18 March 2016 and 12 April 2016.
- 3.3 On-street notices were placed near to the places affected, adverts were put in the local press and documents were made available for inspection at the City Chambers. Additionally, the proposals were advertised on the Council's website and on Scotland's Public Information Notice portal; www.tellmesotland.gov.uk.
- 3.4 At the end of the consultation period two objections were received.

Slateford Road

- 3.5 One objection regarded free parking places on Slateford Road, between Harrison Road and Laurel Terrace, outside St Michael's Parish Church.
- 3.6 Concerns were raised that parking charges would be detrimental to the functioning of the church and negatively impact on: funerals; weddings; and daytime community activities. It was argued that many users benefit from the free parking facilities available adjacent to the church and that people marking significant occasions in their lives should not have to consider the cost of their parking.
- 3.7 The Greenways' parking places on Slateford Road are currently available for parking during the day (9.30am to 4.00pm, Monday to Friday) to any motorists on a first come, first served basis and are free of charge. This means that motorists can park, without time limit, for any purpose and they are not for the exclusive use of the church.
- 3.8 It is proposed to introduce parking charges to ensure that: parking opportunities are available throughout the day for all road users; controls are equitable with those in the surrounding streets; and on-street parking is provided in accordance with Council transport policies.
- 3.9 The Council has a duty to reduce carbon emissions and improve air quality in the city centre, of which motor vehicle traffic is a significant contributory factor. The introduction of charges across the Greenways' parking places within the extent of the CPZ has the potential to reduce unnecessary vehicle journeys, cut emissions and enhance air quality.
- 3.10 The availability of free parking is likely to encourage people to drive rather than walk, cycle or use public transport to travel to their destinations. Public parking spaces on main routes are subject to high demand and resolving the current anomaly will help to ensure spaces are available throughout the day.
- 3.11 The introduction of parking charges will not prevent anyone from driving to or parking in the spaces, but they will address long-term parking problems and encourage people to consider their travel options.

- 3.12 The proposals will not impact on disabled persons' blue badge holders who will continue to be able to park free of charge at times when parking is permitted.
- 3.13 The impact of parking charges will be limited on Slateford Road as they will only apply Monday to Friday, similar to the parking places in the surrounding CPZ areas and do not extent beyond Weston Gait. Therefore, free parking would be available in other parking places on Slateford Road.

Ardmillan Terrace

- 3.14 The other objection was received from a resident of Ardmillan Terrace who was concerned about where residents would be able to park should charges be introduced in the free parking places outside their homes.
- 3.15 There were also concerns about increasing parking demands on the spaces from visitors using nearby facilities in the area, namely: two dental surgeries; a medical centre; a hotel; local businesses; and new residential developments under construction.
- 3.16 Currently, residents are able to use the free parking places to park outside their homes. However, with the introduction of parking charges and maximum stay periods these conditions will effectively prevent residents from parking in these areas throughout the day.
- 3.17 It is not the aim of the proposals to make parking more difficult for residents. Therefore, it is proposed that Greenway parking places on Ardmillan Terrace be converted to shared use parking places.
- 3.18 Shared use parking will provide the flexibility to allow residents' permit holders to park outside their homes while at the same time managing the expected increased demands on the spaces from visitors parking when using the local facilities.
- 3.19 The introduction of parking charges in these areas will also trial the use of cashless only payments through [RingGo](#), the Council's cashless parking provider. The outcomes of this trial will feed into any further changes to on-street parking payment facilities, such as the possible use of contactless card technology.

4. Measures of success

- 4.1 Success will be measured by:
- Managing the use of Greenways' parking places in the city centre through enforcement procedures and improving compliance;
 - Making parking charges fairer and easier for motorists to understand; and
 - Reducing the negative impacts of commuter parking and thereby improving parking opportunities around local shops and businesses.

5. Financial impact

- 5.1 The introduction of parking charges at the locations concerned is expected to cost around £10,000. This includes Traffic Regulation Order costs, promotional materials and the amendment or introduction of new signs. These costs will be met from within the 2017/18 parking revenue budget.
- 5.2 The previous report to Committee in August 2013 estimated that pay and display income from these parking places may be in the region of £150K per annum. While elasticity of parking demand is difficult to predict, projected income is likely to be lower as a result of changes to Ardmillan Terrace and the possible reduction of parking places on West Coates and Leith Walk to accommodate other transport improvement projects. However, income from spaces in surrounding streets may increase as a result.

6. Risk, policy, compliance and governance impact

- 6.1 The aims of this proposal align well with the Transport 2030 Vision, Local Transport Strategy 2014-19, the Parking Action Plan and the Air Quality Action Plan.

7. Equalities impact

- 7.1 The proposals will help to enhance parking opportunities for shoppers, visitors, businesses and their customers, by tackling commuter and long-term parking patterns. This change will benefit disabled persons' blue badges holders, improving their accessibility, as they will continue to be able to park free of charge while other motorists will be subject to control measures. Currently, disabled persons' blue badges provide no benefit to their holders in Greenways' places as anyone can park for free and without limit of time.
- 7.2 A cashless only payment service for Greenways' parking places may have an impact on some disabled people who do not qualify for a blue badge. People with learning difficulties, dyscalculia or other impairments which could cause them difficulty while using a mobile device may be at a disadvantage.
- 7.3 However, the existing ticket machines and traditional coin payment methods could equally be disadvantageous, as for some people handling coins and affixing a voucher to their vehicles windscreen may be more problematic than paying using a mobile device.
- 7.4 Another concern regards language, as people from some backgrounds are less likely to speak English, speak it well or only use it as a second language. Communicating the need to pay for parking by phone could be difficult. However, RingGo offers information in alternative languages on its website/app and this could be more accessible for visitors or non-English speakers than currently paying with coins where the only information available is provided in English.

- 7.5 Other socio-economic factors which may be relevant in terms of inequality regards those who do not have either a mobile phone, bank account or a credit card. It is considered that only in extremely rare circumstances someone would not have all three and still be able to run a vehicle. However, where available, motorists could still use a nearby ticket machine to pay for their parking time.
- 7.6 Mobile phone ownership in Scotland has reached 91% and more locally 75% of Edinburgh's residents own a smart phone. Cashless payment for goods and services is becoming more prevalent throughout the country and the same is true for parking payments in Edinburgh. The UK government has also helped launch fee-free bank accounts specifically for people on low-incomes. Furthermore, most wages and benefits are now paid directly into the recipients' bank account.
- 7.7 The potential impacts surrounding cashless parking have been discussed with the Edinburgh Access Panel and the trial in Greenways parking places will help to identify any other potential issues associated with the service.

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.
- 8.2 The proposals in this report will reduce carbon emissions because parking charges make it less attractive for people to travel by private car and park in the city centre.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because they will make it less attractive for people to travel by car.
- 8.4 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 will help achieve a sustainable Edinburgh because they will tackle commuter parking and improve accessibility for other road users.
 - The proposals in this report will help enhance access to local businesses and services. Commuter and long-term parking adds little value to the economy of an area.
 - The proposals in this report are not considered to negatively impact on environmental good stewardship as the use of natural resources will not be directly impacted.

9. Consultation and engagement

- 9.1 The previous report on this matter in 2013 detailed the results of the consultation activities up to that time.

- 9.2 The report also approved the commencement of the appropriate Traffic Regulation Order procedure to make the necessary changes.
- 9.3 Part of this process includes a public consultation and details of this have been advertised in the press, on the Council's website, on Scotland's Public Information Notice portal (www.tellmesotland.gov.uk) and documents were made available at the City Chambers.
- 9.4 Two objections were received to the proposals. This report recommends an approach that will set aside one of the objections and accommodate the other.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 27 August 2013 entitled ['Parking Charges on Greenways within the Controlled Parking Zone.'](#)

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges

Council Priorities

CP11 - An accessible connected 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

1 - Maps of Greenways' Parking Places.

Appendix 1: Greenways Parking Places Key



Light Green – Greenways Limited Waiting Parking Places



Dark Green (also shown as dark green border with yellow fill on smaller scale maps) – Greenways Loading Places



Royal Blue – Public Parking Places



Pink – Permit Holders Only Parking Places



Brown – Shared Use Parking Places (can be used by permit holders or Pay and Display users)



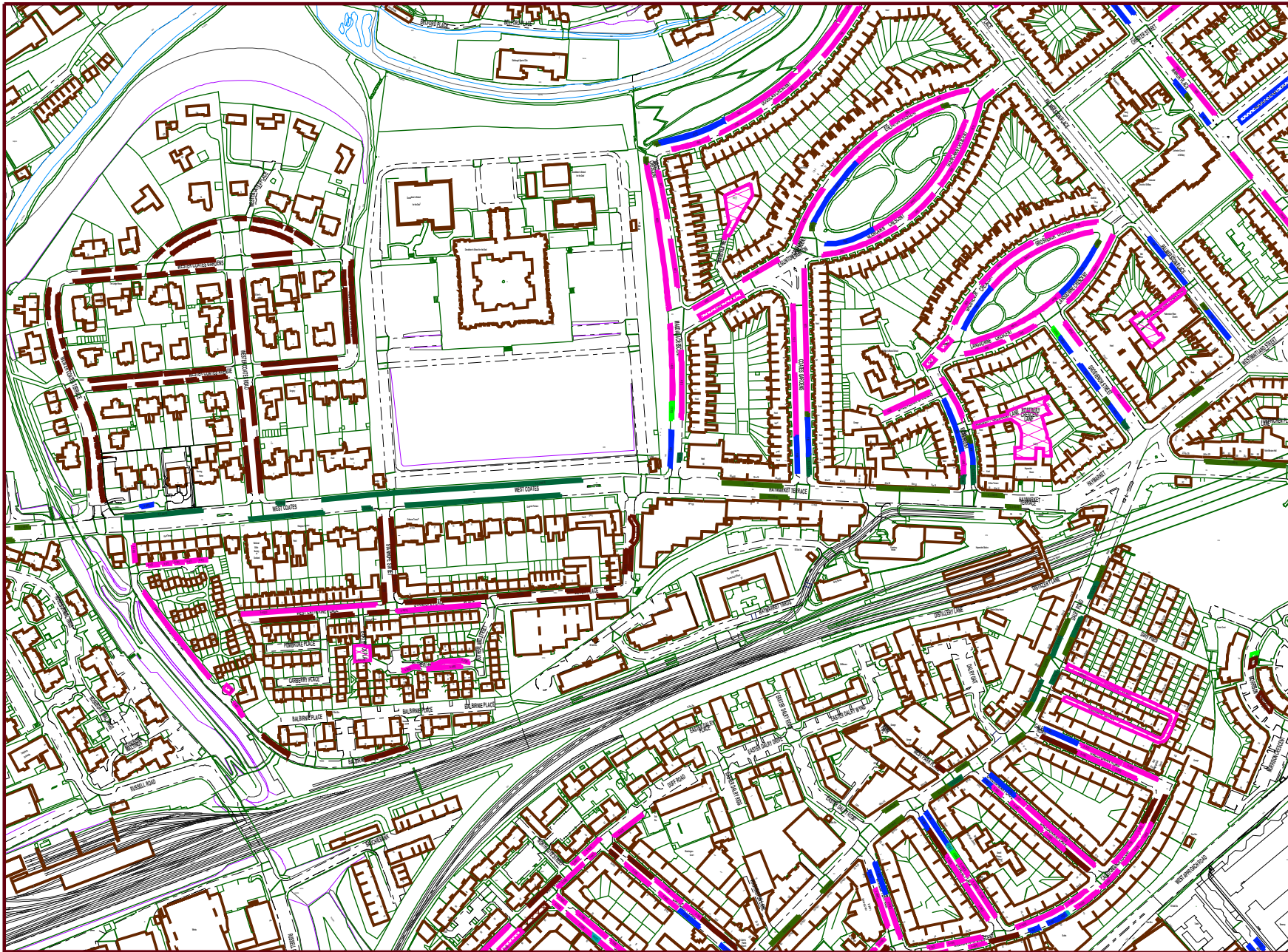
Bright Green – City Car Club Parking Places



Light Blue – Disabled Persons' Parking Place



Orange – Loading Place



NOTES

Dark green: Greenways public parking places.

Public parking places are located on: West Coates along with parts of Coates Gardens, Magdala Crescent, Rosebery Crescent and Grosvenor Street.



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 Services for Communities,
 4 East Market Street, Edinburgh EH8 8DN
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Greenways Public Parking Places A8

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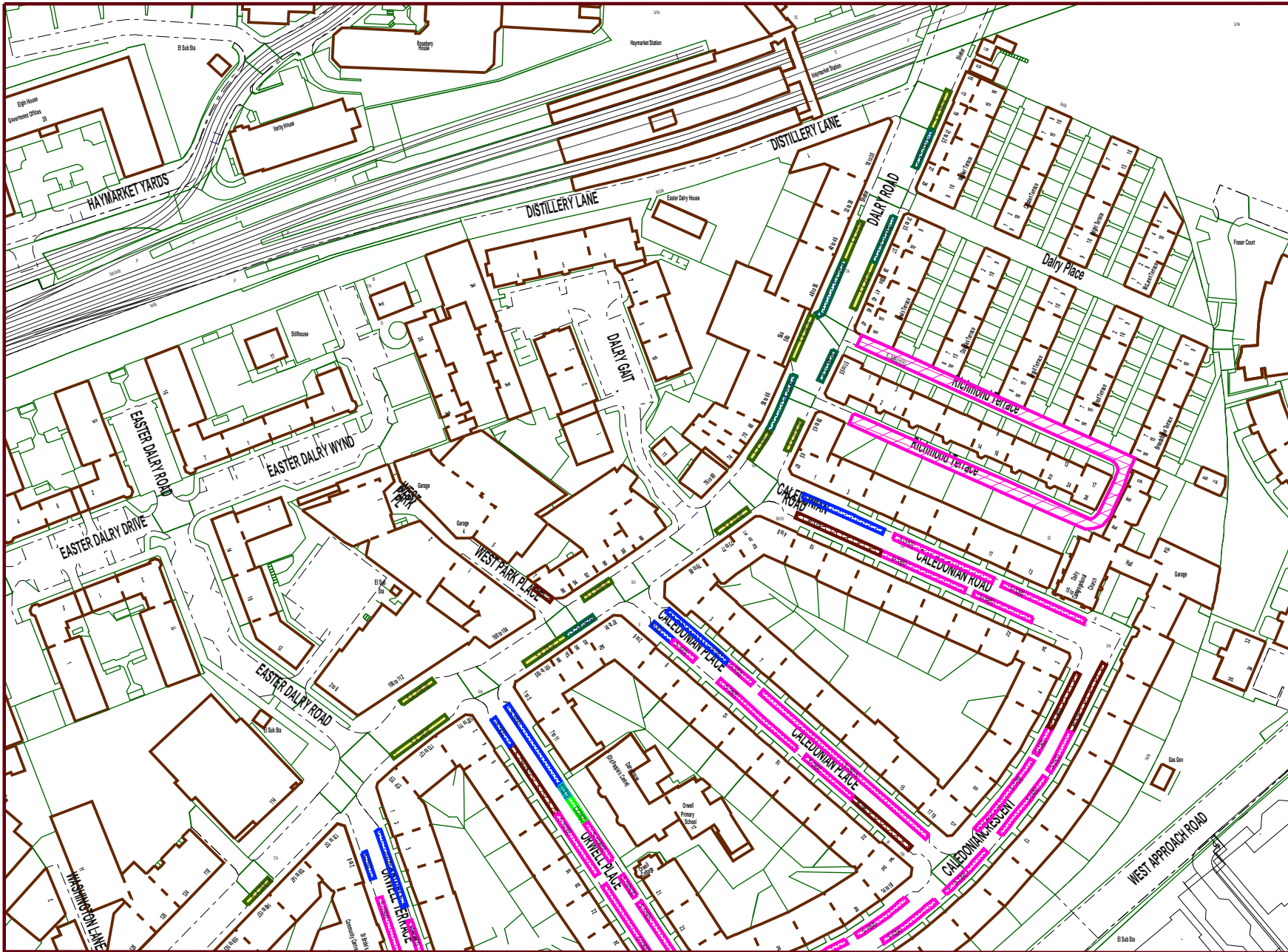


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Date: 26/06/2013

Drawn By:

Dwg No:



NOTES

Dark green: Greenways public parking places.

Streets included: Dalry Road.



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Greenways Gorgie Dalry Public Parking Places 1

1:2000

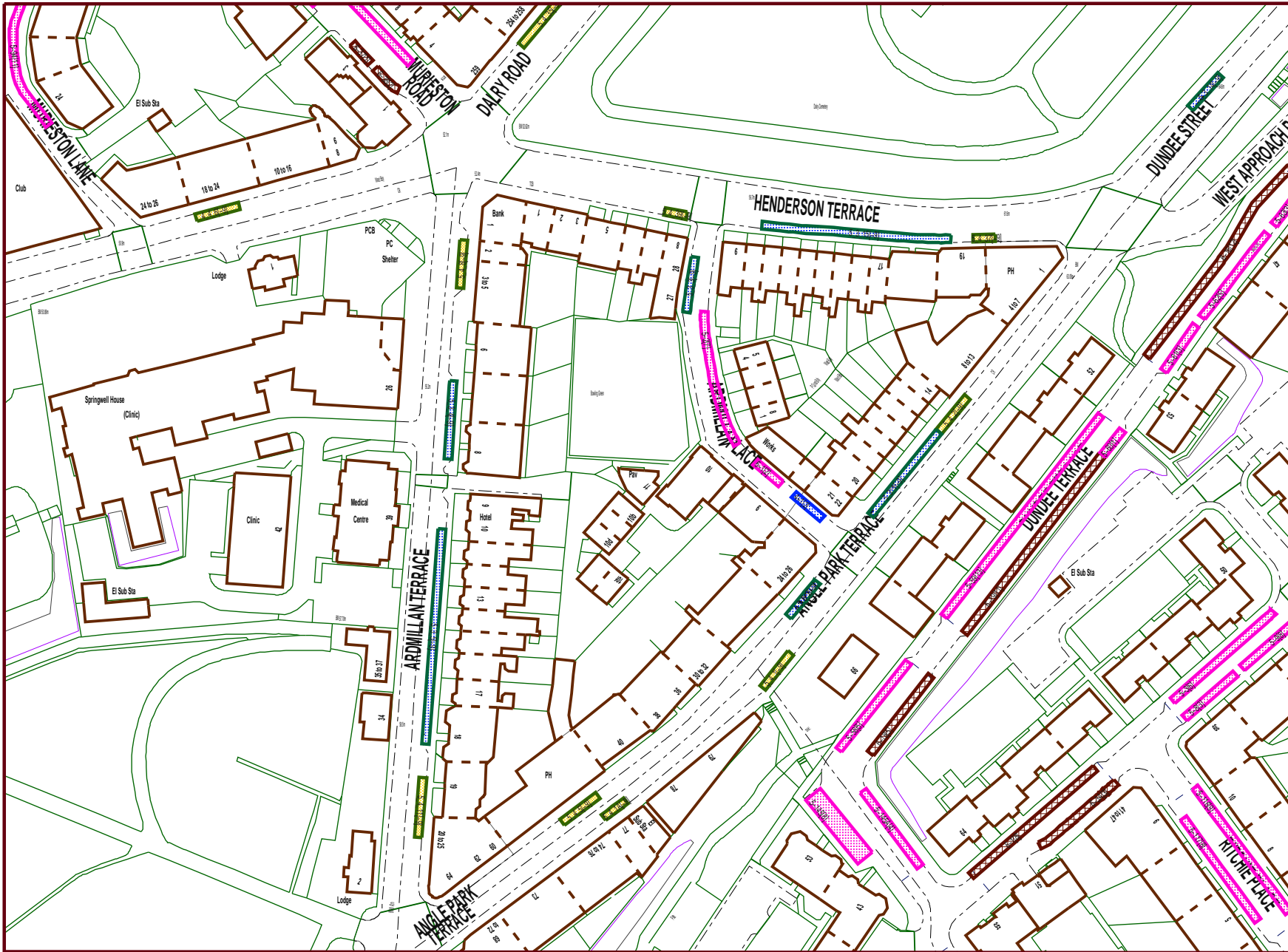


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Date: 26/06/2013

Drawn By:

Dwg No:



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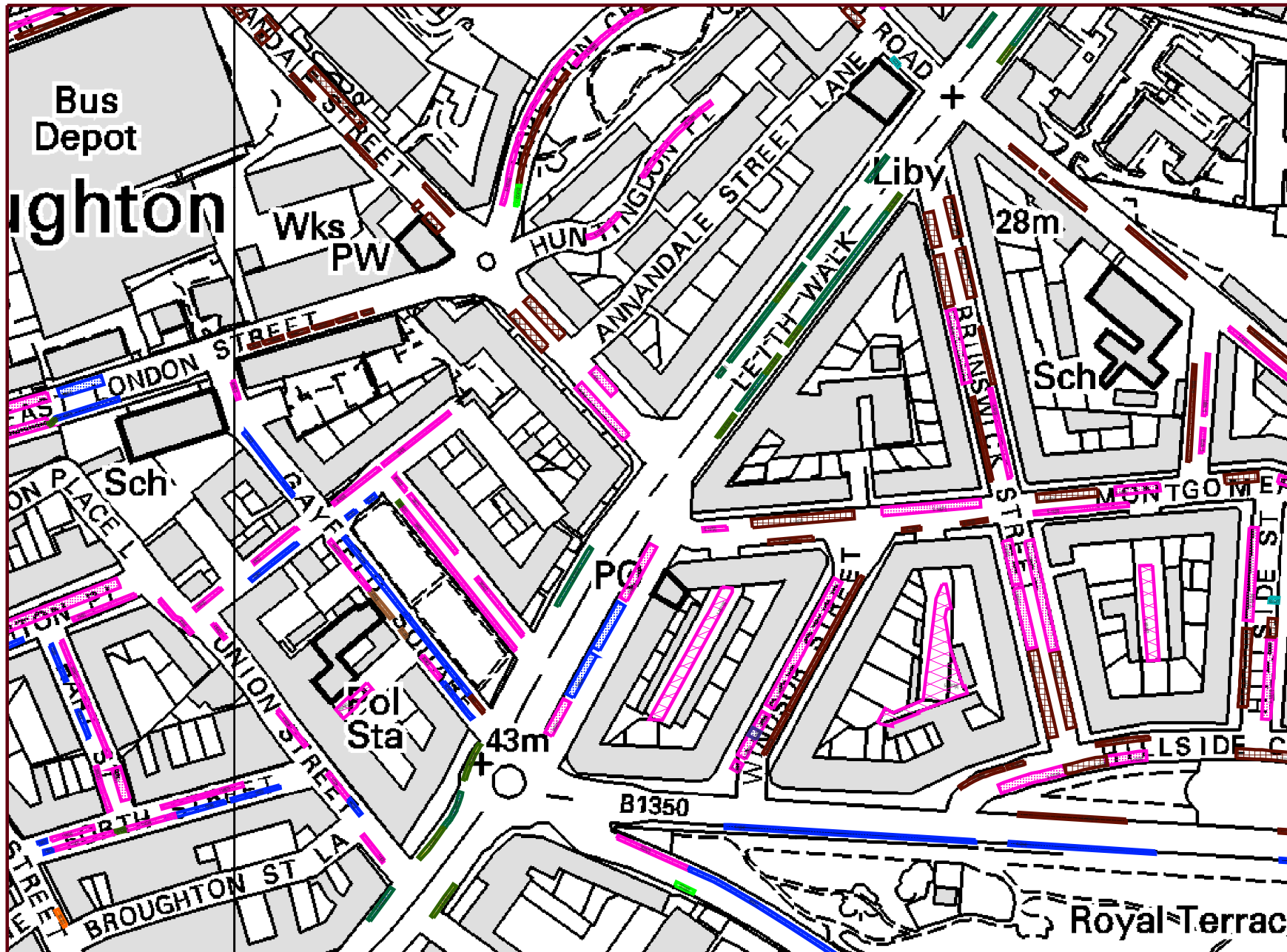
Dark green: Greenways public parking places.

Streets included: Ardmillan Terrace, Ardmillan Place and Henderson Terrace.



Produced using Smallworld GIS





NOTES


Dark green: Greenways public parking places

Streets included: Leith Walk

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Greenways Leith Walk Public Parking Places

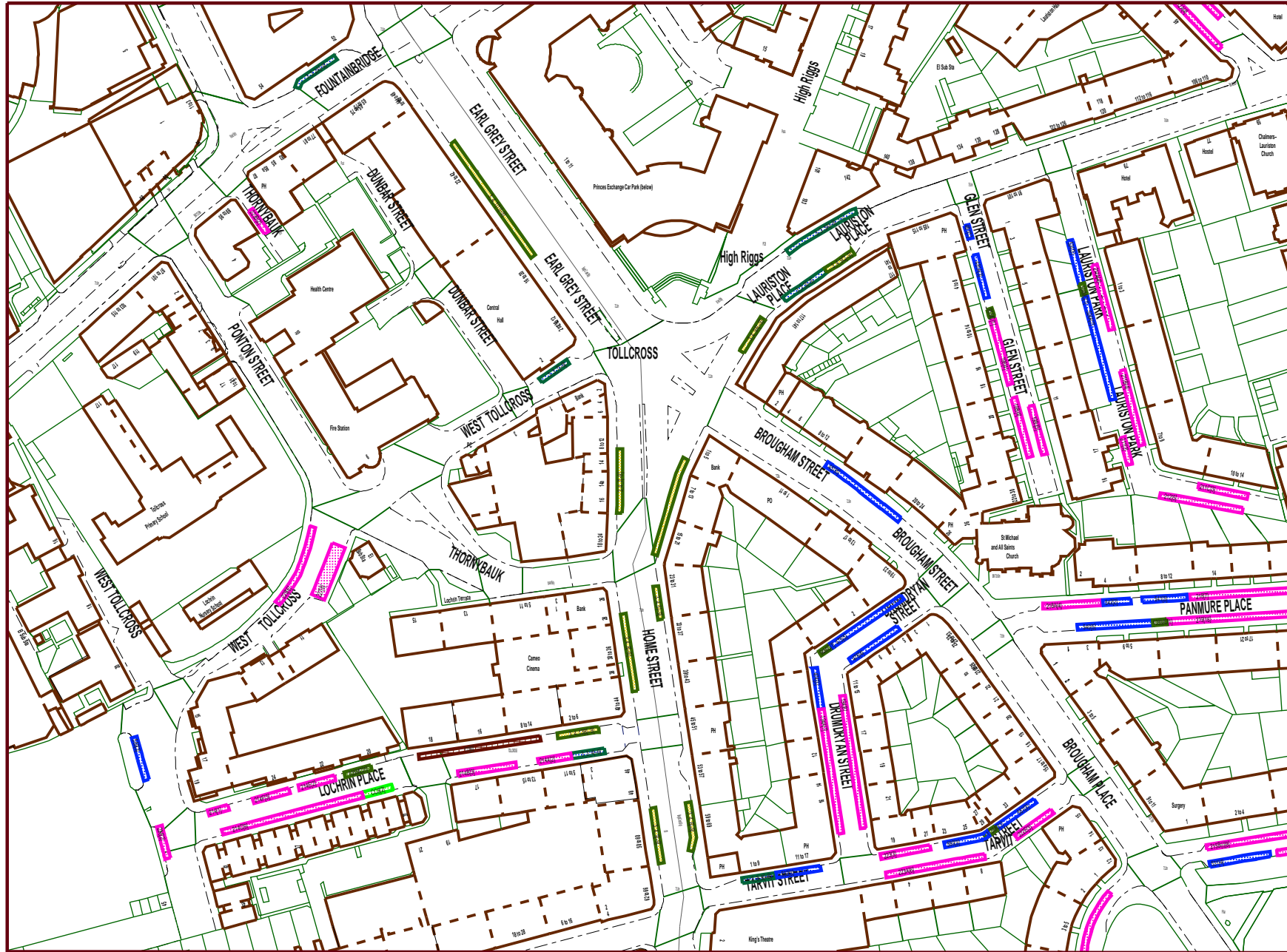
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Dark green: Greenways public parking places.

Streets included: Fountainbridge, West Tollcross, Lauriston Place, Lochrin Place and Tarvit Street.



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Greenways Lothian Road and Tollcross Public Parking
 Places 1

1:2000

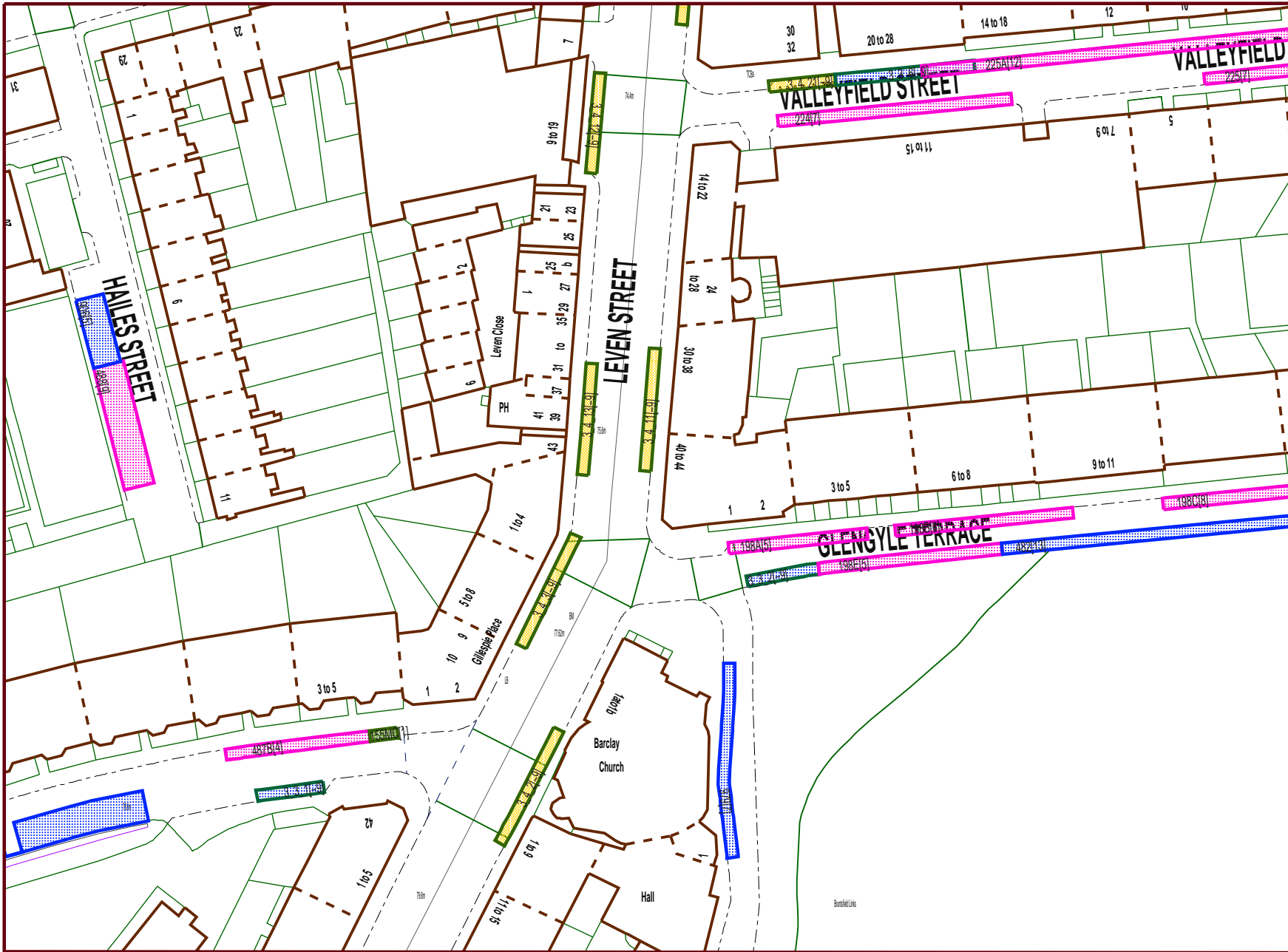
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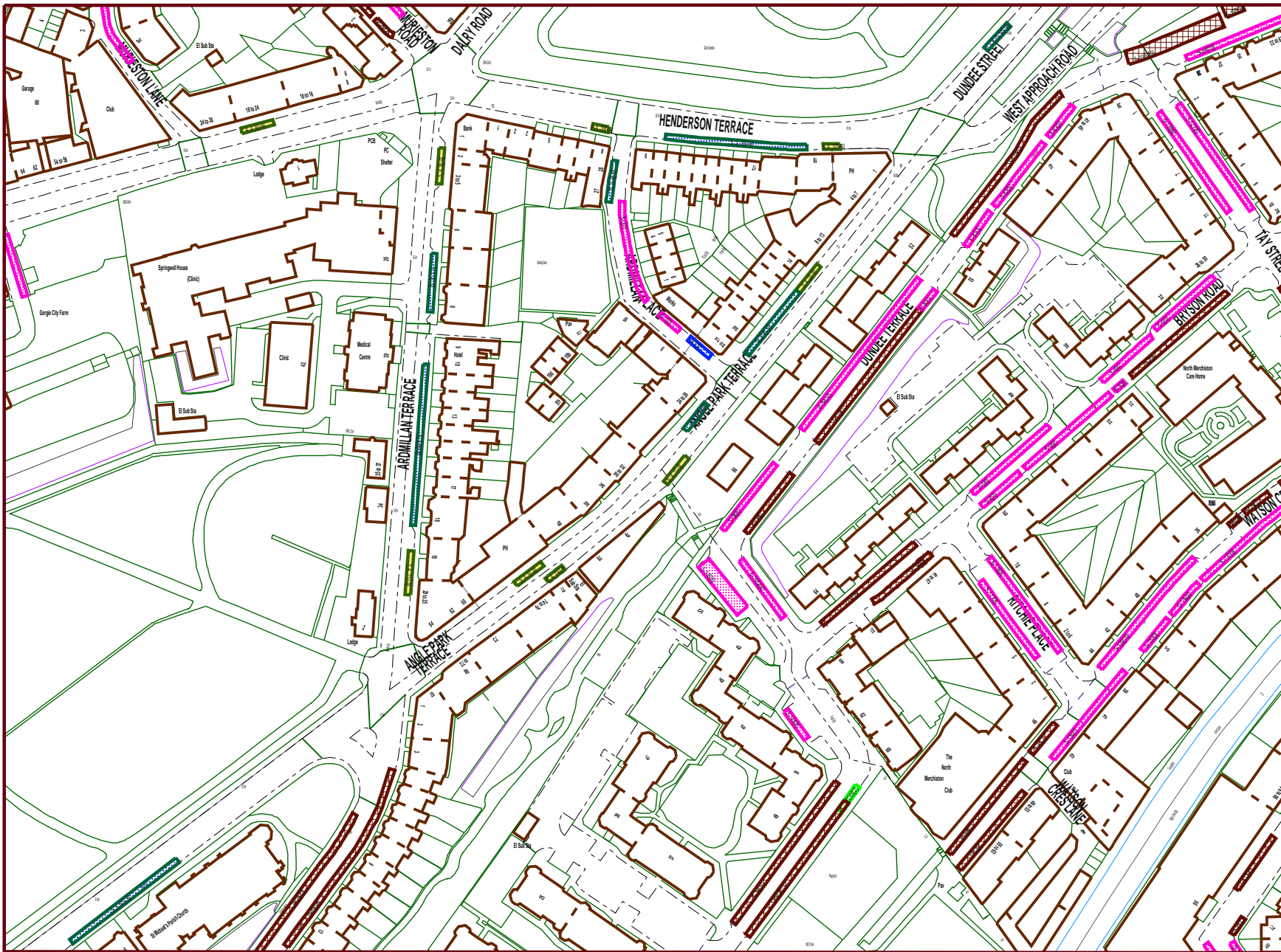
Dark green: Greenways public parking places.

Streets included: Valleyfield Street, Glengyle Street and Gillespie Crescent.



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Dark green: Greenways public parking places.

Streets included: Stateford Road, Angle Park Terrace and Dundee Street.

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Greenways Slateford Road Public Parking Places

1:2000



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Dwg No:

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Road, Footway and Bridges Additional Investment – Capital Programme for 2017/18

Item number	7.10
Report number	
Executive/routine	Executive
Wards	All Wards

Executive Summary

This report recommends how the additional £2.5m capital and £2.5m revenue budgets, in addition to the £16.1m (capital) and £54.1m (revenue spend), approved by Council on [9 February 2017](#), for Roads, Footways, Street Lighting, Traffic Signals, Structures and Flood Prevention is allocated in 2017/18.

The carriageway and footway schemes listed in this report were prioritised for capital investment using analysis that uses condition assessment scores, prioritisation criteria and weightings. The budget allocation and lists of schemes identified for maintenance and enhancement aim to ensure that the condition of Edinburgh's Transport Infrastructure continues to improve and supports the Council's Local Transport Strategy objectives, in particular, the Active Travel Action Plan and the Council's "Place" making agenda.

Structures and Flood Prevention assets are maintained in accordance with Government legislation. Excessively high maintenance costs are avoided, as far as possible, by undertaking regular condition inspections and prioritising any identified remedial work.

Links

Coalition Pledges	P45
Council Priorities	CP9, CP11, CP12
Single Outcome Agreement	SO1, SO4

Road, Footway and Bridges Additional Investment – Capital Programme for 2017/18

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee approves the breakdown of the additional £2.5m capital and £2.5m revenue budgets for 2017/18 shown in Appendix 2.

2. Background

- 2.1 It has been recognised that the condition of Edinburgh's road network and transport infrastructure would benefit from additional funding in order to accelerate improvement of road condition and assist in the safe movement of all road users. This report seeks approval for the proposals on how the additional capital and revenue funding for roads, footways and structures improvements will be allocated 2017/18.
- 2.2 The additional capital budget of £2.5m for 2017/18 was agreed at the Council's Budget Meeting on 9 January 2017.
- 2.3 A number of options have been explored in order to ensure that the additional funding can be delivered, collaboratively between the Central Infrastructure teams, the Locality Roads Teams and Edinburgh Road Services.
- 2.4 It is important to note that there are a number of major transport improvements and developments (i.e. St James) expected across the city in the coming financial year, and thus it is within this context that any additional funding would require to be embedded.
- 2.5 The report also provides details of the total Road, Footway and Bridges Capital Investment Programme for 2017/18.
- 2.6 The Council's carriageway and footway stock has a gross replacement cost of £2,286m. It is essential that the carriageways and footways are maintained to an acceptable standard. A new investment strategy for carriageways was agreed by this Committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.
- 2.7 The Council's Bridge Stock has a gross replacement cost of £1,297m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely. It also reduces the number of occasions where excessively high costs associated with

unplanned maintenance occur. At present all structures are routinely inspected and works programmes are developed based on these inspections.

3. Main report

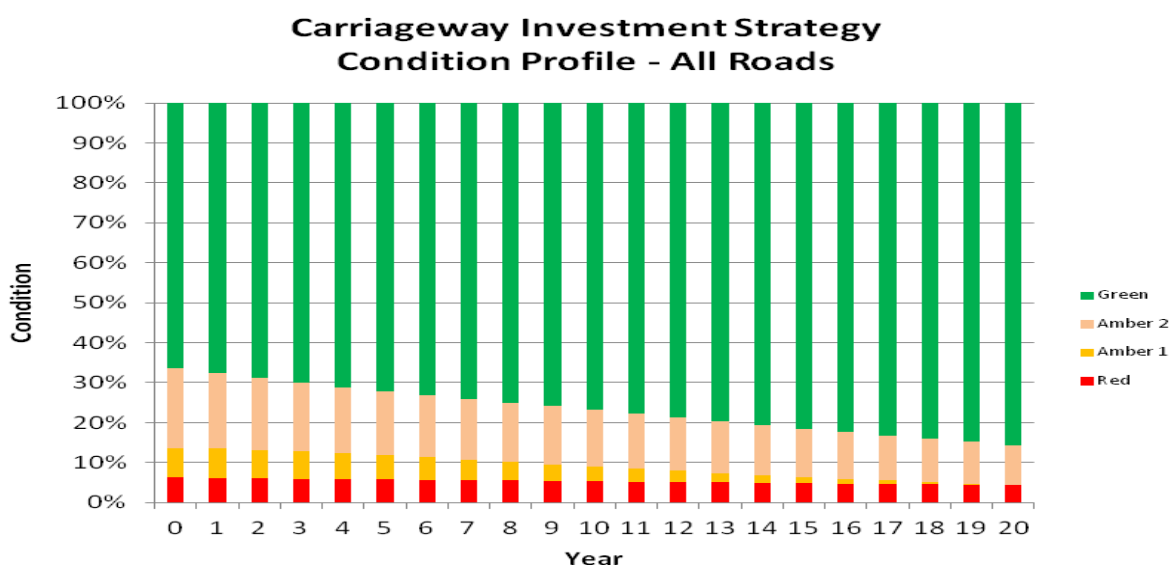
Capital and Revenue Budget Provision 2017/18

- 3.1 The original and projected capital allocation for Infrastructure for 2017/18, which was approved by this Committee on [17 January 2017](#), is shown in Appendix 1.
- 3.2 Having looked at the delivery capacity, and other priorities and constraints on the road network, it has been determined the optimum level of additional funding for carriageways and footways is between £2.5m and £3.5m annually. This should be implemented in a phased and holistic manner and would ensure that road condition is improved, public perception is improved and schemes can be delivered. Further funding would be used to improve all Transport Infrastructure assets e.g. Roads, Structures, Traffic Signals, Street Lighting and Information signs.
- 3.3 Delivery capacity will be dependent on design and contractor resources, both internal and external. The scope of development and utility work will also have to be taken into consideration to reduce conflicts on the network.
- 3.4 Appendix 2 shows how it is proposed that the additional capital and revenue budgets will be allocated across Transport Infrastructure and Locality Roads Teams.
- 3.5 Appendix 3 shows the consolidated list of carriageway and footway schemes for 2017/18. This includes the schemes that were approved by this Committee on 17 January 2017 along with the schemes that were delayed in previous financial years and have been carried forward into 2017/18.

Carriageway Investment

- 3.6 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.7 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.
- 3.8 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.

3.9 As part of the modelling work for the Roads Asset Management Plan (RAMP), alternative scenarios for capital investment were developed. These scenarios were predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads require less expensive treatments (e.g. surface dressing, slurry sealing), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the lower cost of the treatments required on Amber condition roads, more roads can be treated each year. The chart below illustrates the impact of this preventative approach over a 20 year period, assuming levels of capital investment remain at current levels, with the percentage of roads requiring maintenance reducing to 14%. Edinburgh's RCI of 34.6% in 2015/17 has improved from 35.1% in 2014/16.



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

3.11 There are a number of constraints that must be considered when deciding upon how investment strategies can be achieved and budget allocated in any given year.

Co-ordination

3.12 One of the major constraints to the delivery of an enhanced maintenance programme is the adverse effect the additional number of roadworks will have on congestion and delays.

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

Public Realm and Street Design Guidance

- 3.14 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group. A new Public Realm Strategy is being developed and will include procedures for prioritising investment in public realm which will be reported to a future Committee. New public realm projects will be put forward for inclusion in the 2018/19 capital programme once the new Public Realm Strategy is in place.
- 3.15 Although there are no specific public realm schemes within the 2017/18 programme, a number of the carriageway and footway renewal schemes will contribute to public realm improvements, through use of high specification materials such as natural stone slabs and setts, as well as improvements in design and layout.
- 3.16 This Committee approved Edinburgh's new Street Design Guidance at its meeting on [25 August 2015](#). This Guidance sets out the City of Edinburgh Council's design expectations and aspirations for streets within the Council area.
- 3.17 The guidance will be embedded in the design process for all carriageway and footway schemes detailed in this report.

Delivery

- 3.18 The majority of the schemes selected for investment will be designed by Strategic Transport's in-house design teams. However, if required, external professional resources may be procured (managed by the in-house team) to support the overall delivery of this capital investment programme, solely due to the scale of this portfolio of improvements in the coming financial year.
- 3.19 All surface treatments on carriageways and footways will be delivered by Balfour Beatty plc through the Scape Group Ltd (Scape) Framework. The principle benefit to the Council of using the Scape framework is access to the delivery expertise for surface treatment works that are currently not available in-house or through the existing Transport Framework contract. This contract was used successfully to deliver surface treatment schemes in 2016/17.

Detailed Budget allocation

- 3.20 Due to the delivery and co-ordination constraints (as detailed in 3.11-3.18) and in order to support the investment strategy (as detailed in 3.6-3.10), it is proposed that in order to achieve both network condition improvement and improvements to public perception to allocate the additional capital investment in surface enhancement and structure renewals and investigations. The budget allocation is detailed as follows:

Localities

- 3.21 Since Transformation, Localities and Strategic Transport teams have been working closely in order to achieve the desired improvements to the carriageway and footway network in Edinburgh. Regular programme and progress meetings ensure that revenue budgets, controlled by the Localities, and Capital budgets,

controlled by Strategic Transport teams, are better aligned to ensure that investment is being targeted into improvements and minimising duplication.

- 3.22 It is proposed to allocate £1m of the additional capital funding for Surface Enhancement within Localities. This will allow the Locality Teams to target holistic surface enhancements to Red areas (roads in the worst condition) within the RCI. This should result in both improving road condition and public perception.
- 3.23 Locality Road Teams can also assist with improving the RCI using revenue budgets. There are several areas of defects within the RCI that are too small to be considered for capital investment. These will be passed to Localities to be repaired. This means that they will be able to plan more repairs throughout the year and be slightly less reactive.

Bridges

- 3.24 It is proposed to allocate £1.5m of the additional capital funding for Structures and Flood Prevention. This would allow for the replacement work of Burnshot Bridge to start in 2017/18. The bridge is currently closed on safety grounds and structural analysis is currently being undertaken. Initial structural analysis indicates that as a minimum the bridge deck will have to be replaced if the road is to be re-opened to vehicle traffic.

Revenue Allocation

- 3.25 Appendix 2 shows how it is proposed that the additional £2.5m revenue funding will be allocated.
- 3.26 It is proposed to allocate an additional £850,000 for Carriageway and Footway Patching. This will be used to carry out small scale permanent carriageway and footway patching repairs. This includes a dedicated centralised resource to monitor the implementation of temporary traffic management arrangements in the city. It will be used to support the Capital Carriageway Enhancement Programme and give all four localities the ability to fund at least one hot (permanent) repair squad for the whole year.
- 3.27 It is proposed to invest £220,000 in Hard Landscaping. This will give the Localities the ability to share a hard landscaping squad for the full financial year, allowing small scale repairs to flagged footways and slabbed areas to be undertaken throughout the city. The largest proportion of this allocation will be used in the city centre.
- 3.28 It is proposed to invest £220,000 in Carriageway Lining. This will give the Localities the ability to share a carriageway lining squad for the full financial year, allowing renewal of the existing, strategic, road markings.
- 3.29 In addition to the capital and revenue funding detailed in this report, each Locality receives a revenue budget each financial year. This allows the Locality Road Teams to carry out carriageway and footway repairs, repairs to barriers and fences and repairs to minor drainage faults. It is also used for traffic signs

and road markings. It is proposed to allocate an additional £440,000 to support these activities.

- 3.30 Investment in bridges and retaining walls at present is based on General Inspections (GI). GIs are undertaken at two yearly intervals and the condition of the structures are noted and the required maintenance works are then prioritised. GIs are visual inspections of structures undertaken from ground level to readily accessible areas of the structure. A Principal Bridge Inspection (PBI) programme has now been developed which will allow maintenance work to be better focused. A PBI is an inspection which allows the inspecting engineer to be within touching distance of every part of the bridge. There is the need for specialist access equipment and traffic management and there may also be the need for intrusive inspections including testing of materials and specialist support such as divers, to inspect parts of the structure under water.
- 3.31 It is proposed that £300,000 additional funds be allocated to structures maintenance and that these funds will be utilised to deliver masonry and concrete repairs to a number of bridges and retaining walls. In addition work will be undertaken to effect surfacing repairs to footbridges and to undertake repairs to pigeon netting on railway bridges.
- 3.32 In 2017/18 design and project management work will start on the George Street Public Realm Project. It is proposed to allocate £220,000 for this work to include project management, transport modelling, consultancy and consultation costs.
- 3.33 The Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10%. 10% of capital budgets will be allocated for cycling related improvements in 2017/18.
- 3.34 It is proposed to allocate £0.15m for a partnership pilot project, between Transport for Edinburgh and Nextbike, for a 50 bike City Centre Cycle Hire Scheme. This will fund the set up and year one costs in 2017/18, based on a three year lease agreement, and will include docking stations, installation and software, other equipment, maintenance, personnel and parts. The project will be delivered by Transport for Edinburgh.
- 3.35 In order to meet the 10% budget commitment, a further £0.10m has been allocated for cycling improvements, including:
- ongoing maintenance of and minor improvements to cycle facilities, both on-road and on the city's extensive off-road network;
 - travel planning activities, both within the Council and with external employers, to encourage staff to cycle to and from work;
 - marketing, promotional, training and educational activities to promote a general uptake in cycling, encourage schoolchildren to cycle, raise awareness of new and existing cycle routes and educate road users about innovative new cycle facilities being installed as part of current projects (e.g.

floating bus stops and two stage right turn facilities for cyclists at signalised junctions); and

- ongoing maintenance of cycle counters and analysis of data.

Programme update

- 3.36 An update report will be submitted to Committee, in June 2018, detailing the delivery of the schemes listed in this report and the overall budget spend.

4. Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the SRCMS. This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's RCI has improved from 42.3% in 2005/6 to 34.6% in 2015/17. A continual, gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.2 The RAMP is being prepared which will, in time, result in a long term strategy for the maintenance of all Council owned infrastructure assets.

5. Financial impact

- 5.1 The Council currently invests £16.1m (capital) and £54.1m (revenue spend) into Roads, Footways, Street Lighting, Traffic Signals, Structures and Flood Prevention.
- 5.2 The cost of improvement works, listed in Appendix 2, will be funded from the approved capital allocation for roads and footway investment.
- 5.3 The report outlines total carriageway and footway capital expenditure plans of £2.5m of infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £2.5m and interest of £1.66m, resulting in a total cost of £4.16m based on a loans fund interest rate of 5.20%. The annual loan charges would be £208k.
- 5.4 The loan charges outlined above are allowed for within the Council's current long term financial plan.
- 5.5 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developer and Third Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.
- 5.1 The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

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

8. Sustainability impact

- 8.1 There is potential for positive impacts on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 Street Lighting capital will continue to implement agreed programmes for the implementation of energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).
- 8.3 The proposals in this report will increase carbon emissions as a result of the construction plant and materials that will be utilised during the works.
- 8.4 Adopting a proactive approach to inspection and maintenance will ensure that the road network is not compromised and will help to avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.
- 8.5 Successful implementation of the Council's Active Travel Action Plan (ATAP) will produce positive environmental benefits. The 10% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

9. Consultation and engagement

- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in [November 2010](#), was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in [October 2013](#). A further review of these procedures was agreed by this Committee in [January 2016](#).
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Locality Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

10. Background reading/external references

- 10.1 [Carriageway and Footway Investment Strategy 2016](#)
- 10.2 [Road, Footway and Bridges Investment – Capital Programme for 2017/18](#)

Paul Lawrence

Executive Director of Place

Sean Gilchrist, RAMP, Planning and Programming Manager

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11. Links

Coalition Pledges	P45 - Spend 5% of the transport budget on provision for cyclists
Council Priorities	CP9 - An attractive city CP11 – An accessible connected city CP12 - A built environment to match our ambition
Single Outcome Agreement	SO1 – Edinburgh's economy delivers increased investment, jobs and opportunities for all SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	1 Capital Budget Allocation 2 Additional Investment Allocation 2017/18 3 Capital Carriageway Programme – April 2017 – March 2018

Capital Budget Allocation**Current and Predicted Capital Allocation**

	2016/17	2017/18	2018/19
£m	16.019	16.019	16.019

Agreed Budget Allocation for 2017/18

<u>Carriageways & Footways</u>	£m	
Budget for Carriageway Works	5.282	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	2.255	
Budget for Local Footways	0.200	
TOTAL		-8.737
<u>Street Lighting & Traffic Signals</u>	£m	
Street Lighting	1.500	
Traffic Signals	0.350	
TOTAL		-1.850
<u>Structures & Flood Prevention</u>	£m	
TOTAL	0.600	-0.600
<u>Other Asset Management</u>	£m	
Asset replacement ¹	0.500	
TOTAL		-0.500
<u>Neighbourhoods</u>	£m	
Drop crossings (£45,000 per Locality)	0.180	
Drainage improvements (£45,000 per Locality)	0.180	
NEP - (£50,000 per Partnership)	0.600	
Bus Stop Maintenance	0.120	
TOTAL		-1.080
<u>Miscellaneous</u>	£m	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.250	
Contingencies	0.400	
TOTAL		-1.650
<u>Cycling Allocation</u>	£m	
10% Allocation	1.507	
TOTAL		-1.602
TOTAL SPEND		-16.019

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

Additional Investment Allocation 2017/18**£2.5m Capital Investment**

	Budget
Surface Enhancement	£1.00m
Structures	£1.50m
Total	£2.50m

£2.5m Revenue Investment

	Budget
Carriageway & Footway Patching	£0.85m
Hard Landscaping	£0.22m
Carriageway Lining	£0.22m
Other Revenue Activities	£0.44m
Structures & Flood Prevention	£0.30m
George Street	£0.22m
Cycling Allocation	£0.10m
City Centre Cycle Hire Pilot Scheme	£0.15m
Total	£2.50m

Capital Carriageway Programme

April 2017 – March 2018

Strengthening

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Princes Street	Waterloo Place (Leith Street) to South St Andrew Street	11	City Centre	A Urban	Strengthening	Red	2,158	1.80	1.50	1.00
Waterloo Place	Leith Street To Calton Road	11	City Centre	A Urban	Strengthening	Red	943	1.80	1.10	1.05
South Bridge	High Street To Hunter Square	11	City Centre	A Urban	Strengthening	Red	590	1.80	1.50	1.05
Lothian Road	Castle Terrace to Fountainbridge	11	City Centre	A Urban	Strengthening	Red	3,077	1.80	1.25	1.00
Great Junction Street	Bonnington Road To King Street	13	Leith	A Urban	Strengthening	Red	743	1.60	1.25	1.00
Regent Road	West end of St Andrew's House To mini roundabout east of St Andrew's House	11	City Centre	A Urban	Strengthening	Red	578	1.60	1.00	1.05
Broughton Road	Rodney Street To Canonmills	5	Inverleith	B Urban	Strengthening	Red	800	1.60	1.25	1.00
Bellevue Gardens	Whole Street	12	Leith Walk	U Urban	Strengthening	Red	893	1.00	1.00	1.00
Wester Hill	Outside No.11 to No.18	9	Fountainbridge/C'hart	U Urban	Strengthening	Red	717	1.30	1.00	1.05
East Barnton Avenue	Barnton Avenue To outside No.42	1	Almond	U Urban	Strengthening	Red	622	1.00	1.00	1.05
Muirhouse Avenue	McGill Drive To Muirhouse Park	4	Forth	U Urban	Strengthening	Red	606	1.00	1.00	1.00
Rannoch Road	Outside no.59 Rannoch Road To Alan Breck Gardens	3	Drum Brae/Gyle	U Urban	Strengthening	Red	542	1.00	1.00	1.00
West Craigie Farm road	TBC	1	Almond	U Rural	Strengthening	Red	TBC	1.00	1.00	1.00
Dalry Road	Dalry Place to Washington Lane	7	Sighthill/Gorgie	A Urban	Strengthening	Red	6,098	1.80	1.25	1.00
Gilmerton Road	Mount Vernon Road to Guardwell Crescent	16	Liberton/Gilmerton	A Urban	Strengthening	Red	8,500	1.60	1.10	1.05
Telford Road	Telford Drive To Western General Hospital	5	Inverleith	A Urban	Strengthening	Red	1,686	1.80	1.10	1.05
Captain's Road	Burdiehouse Road To Southhouse Road	16	Liberton/Gilmerton	B Urban	Strengthening	Red	862	1.60	1.25	1.00
Captain's Road	Lasswade Road to Lasswade Grove	16	Liberton/Gilmerton	B Urban	Strengthening	Amber 2	816	1.60	1.10	1.00
Charlotte Square	North Charlotte Street To George Street	11	City Centre	C Urban	Strengthening	Red	470	1.80	1.10	1.00
Park Road	Derby Street To o/side No.40 Park Road	4	Forth	U Urban	Strengthening	Red	1,180	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Camus Avenue	Camus Road West To Camus Road East	4	Forth	U Urban	Strengthening	Red	701	1.00	1.00	1.00
Craigmillar Castle Avenue	Niddrie Mains Road To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Strengthening	Red	175	1.00	1.00	1.00
Glenogle Road	Dunrobin Place To Teviotdale Place	5	Inverleith	U Urban	Strengthening	Red	231	1.00	1.00	1.00
Learmonth Park	Learmonth Crescent To Learmonth Grove	5	Inverleith	U Urban	Strengthening	Red	717	1.00	1.00	1.00
Mid Liberton	From east side of bridge, south to o/s No.16	15	Southside/Newington	U Urban	Strengthening	Red	183	1.00	1.00	1.00
Station Terrace	High Street To Wellflats Road	1	Almond	U Urban	Strengthening	Red	223	1.00	1.00	1.00
Westbank Street	Hillcoat Place To Great Cannon Bank	17	Portobello/Craigmillar	U Urban	Strengthening	Red	311	1.00	1.00	1.00
Buckstone Gate	Buckstone Road To Buckstone Loan East	8	Colinton/Fairmilehead	U Urban	Strengthening	Red	406	1.00	1.00	1.00
Craigmount Avenue North	Craigmount Court To Drum Brae North	3	Drum Brae/Gyle	U Urban	Strengthening	Red	343	1.00	1.00	1.00
Greenbank Drive	Littlejohn Avenue To Littlejohn Road	10	Meadows/Morningside	U Urban	Strengthening	Red	1,506	1.30	1.10	1.00
East Montgomery Place	Montgomery Street To Brunswick Road	12	Leith Walk	U Urban	Strengthening	Red	717	1.00	1.00	1.00
Parkhead Drive	Parkhead Loan To Parkhead Crescent	7	Sighthill/Gorgie	U Urban	Strengthening	Red	677	1.60	1.00	1.00

Resurfacing

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Jock's Lodge and Willowbrae Road	Wolseley Crescent to Duddingston Road West	14	Craigtinny/Dudd'n	A Urban	Resurfacing	Amber 1	8,618	1.80	1.25	1.00
Princes Street	Waverley Bridge To Waverley Bridge	11	City Centre	A Urban	Resurfacing	Amber 1	1,651	1.80	1.50	1.00
Clerk Street	Rankeillor Street South Clerk Street	15	Southside/Newington	A Urban	Resurfacing	Amber 1	1,038	1.80	1.50	1.00
South Clerk Street	South Clerk Street To Clerk Street (The Queen's Hall to Montague St)	15	Southside/Newington	A Urban	Resurfacing	Amber 1	1,568	1.80	1.50	1.00
South Clerk Street	Hope Park Terrace To Lutton Place	15	Southside/Newington	A Urban	Resurfacing	Amber 1	979	1.80	1.50	1.00
South Clerk Street	Lutton Place To West Preston Street	15	Southside/Newington	A Urban	Resurfacing	Amber 1	566	1.80	1.50	1.00
Clerk St and South Clerk St	Rankeillor Street to West Preston Street	15	Southside/Newington	A Urban	Resurfacing	Amber 1	4,150	1.80	1.50	1.00
South Bridge	Chambers Street To South College Street	11	City Centre	A Urban	Resurfacing	Amber 1	1,851	1.80	1.50	1.05
Nicolson Street	South College Street To Nicolson Square	15	Southside/Newington	A Urban	Resurfacing	Amber 1	1,922	1.80	1.50	1.00
South Bridge and Nicolson Street	Chambers Street to Nicolson Square	11 & 15		A Urban	Resurfacing	Amber 1	3,773	1.80	1.50	1.05
Queensferry Road	Clermiston Road North To Clermiston Drive	1	Almond	A Urban	Resurfacing	Amber 1	1,344	1.80	1.25	1.05
Queensferry Road	Craigeith Road To Craigeith Crescent	5	Inverleith	A Urban	Resurfacing	Amber 1	389	1.80	1.25	1.00
Gorgie Road	Coxfield Lane To Coxfield	9	Fountainbridge/C'hart	A Urban	Resurfacing	Amber 1	1,391	1.80	1.25	1.00
Lanark Road	Wester Hailes Road To Spylaw Park	8	Colinton/Fairmilehead	A Urban	Resurfacing	Amber 1	554	1.80	1.10	1.05
Queensferry Road	Outside 540 To Whitehouse Road	1	Almond	A Urban	Resurfacing	Amber 2	1,934	1.80	1.25	1.00
Lothian Road	Rutland Street To Kings Stables Road	11	City Centre	A Urban	Resurfacing	Amber 2	1,096	1.80	1.50	1.05
Telford Road	Groathill Road North To Groathill Road South	5	Inverleith	A Urban	Resurfacing	Amber 2	672	1.80	1.10	1.05
Queensferry Road	Barnton Park Drive To Parkgrove Avenue	5	Inverleith	A Urban	Resurfacing	Amber 2	2,700	1.80	1.25	1.00
Queensferry Road	At Dean Park Crescent	5	Inverleith	A Urban	Resurfacing	Amber 2	259	1.80	1.25	1.00
Willowbrae Road	Abercorn Road To Jock's Lodge	14	Craigtinny/Dudd'n	A Urban	Resurfacing	Amber 2	3,749	1.80	1.10	1.05
Burgess Road	Station Road To Kirkliston Road	1	Almond	U Urban	Resurfacing	Amber 1	2,495	1.30	1.10	1.00
Silverknowes Parkway	Silverknowes Road Lighting Point SKB 46	1	Almond	U Urban	Resurfacing	Amber 1	909	1.00	1.25	1.00
Boswall Loan	Granton Place To Granton Terrace	4	Forth	U Urban	Resurfacing	Amber 1	606	1.30	1.10	1.05
Marine Drive	West bound c/w from Silverknowes Road	1	Almond	U Urban	Resurfacing	Amber 1	1,562	1.30	1.00	1.00
Ferniehill Place	Ferniehill Street To no 9	16	Liberton/Gilmerton	U Urban	Resurfacing	Amber 1	542	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Learmonth Gardens	Learmonth Grove To Learmonth Avenue	5	Inverleith	U Urban	Resurfacing	Amber 1	582	1.00	1.00	1.00
Redhall Crescent	Redhall Drive To Redhall Road	7	Sighthill/Gorgie	U Urban	Resurfacing	Amber 1	558	1.00	1.00	1.00
Turnhouse Road	West Craigs Crescent To service road at No.64 Turnhouse Road	3	Drum Brae/Gyle	U Urban	Resurfacing	Amber 1	757	1.30	1.10	1.00
Albert Street	Buchanan Street To Murano Place	12	Leith Walk	U Urban	Resurfacing	Amber 1	263	1.60	1.00	1.00
Marionville Road	Dalgety Avenue To Wishaw Terrace	14	Craigtinny/Dudd'n	U Urban	Resurfacing	Amber 1	542	1.60	1.10	1.05
Craigeith Drive	Craigeith Gardens to Blinkbonny Grove	6	Corstorphine/Murrayf'd	U Urban	Resurfacing	Amber 1	1,267	1.00	1.00	1.00
Greenbank Drive	No 49 to 64 and Greenbank Lane to Morningside Grove	9	Fountainbridge/C'hart	U Urban	Resurfacing	Amber 1	1,315	1.00	1.00	1.00
Manor Place	Melville Street To Chester Street	11	City Centre	U Urban	Resurfacing	Amber 1	901	1.30	1.00	1.05
Park Crescent	Mount Vernon Road To Park Gardens	16	Liberton/Gilmerton	U Urban	Resurfacing	Amber 1	502	1.00	1.00	1.00
Hainburn Park	New Swanston To No 82 Hainburn Park	8	Colinton/Fairmilehead	U Urban	Resurfacing	Amber 1	422	1.00	1.00	1.00
Portland Place	Lindsay Road To North Junction Street	13	Leith	A Urban	Resurfacing	Amber 1	2,441	1.80	1.25	1.00
Corstorphine Road	Riversdale Crescent To Western Terrace	6	Corstorphine/Murrayf'd	A Urban	Resurfacing	Amber 1	1,214	1.80	1.25	1.00
Commercial Street	North Junction Street To North Leith Mill	13	Leith	A Urban	Resurfacing	Amber 1	2,488	1.80	1.25	1.00
Niddrie Mains Road	East side of bus turning circle west To Niddrie Marischal Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 1	672	1.60	1.10	1.00
Duddingston Crescent	Duddingston Park to Park Avenue	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 1	920	1.80	1.10	1.05
Gorgie Road	Balgreen Road To Balgreen Road	9	Fountainbridge/C'hart	A Urban	Resurfacing	Amber 1	790	1.80	1.25	1.00
Liberton Gardens	Liberton Place To Liberton Drive	16	Liberton/Gilmerton	A Urban	Resurfacing	Amber 1	1,780	1.60	1.10	1.00
Great Junction Street	Bangor Road To Ballantyne Road	13	Leith	A Urban	Resurfacing	Amber 2	1,273	1.60	1.25	1.00
Lanark Road West	Kirkgate To Riccarton Mains Road	2	Pentland Hills	A Urban	Resurfacing	Amber 2	790	1.80	1.10	1.00
Newington Road	West Preston Street To West Newington Place	15	Southside/Newington	A Urban	Resurfacing	Amber 2	1,332	1.80	1.50	1.00
Niddrie Mains Road	Craigmillar Castle Loan To Peffermill Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 2	2,181	1.80	1.25	1.00
Maybury Road	South Maybury northwards for approx 319m or thereby	3	Drum Brae/Gyle	A Urban	Resurfacing	Amber 2	3,749	1.80	1.10	1.05

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Niddrie Mains Road	Wauchhope Terrace to Niddrie Marischal Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 2	5,919	1.80	1.10	1.00
Lower Granton Road	From btw nos 35-36 east to No.18	4	Forth	A Urban	Resurfacing	Amber 2	1,474	1.80	1.10	1.05
Calder Road	East of Addiston Lodge.	2	Pentland Hills	A Rural	Resurfacing	Amber 1	3,714	1.60	1.25	1.00
Calder Road	West of Curriehill Road	2	Pentland Hills	A Rural	Resurfacing	Amber 2	3,618	1.60	1.25	1.00
Newliston Road	Lochend Road To M9T	1	Almond	B Urban	Resurfacing	Amber 2	5,000	1.60	1.00	1.00
B800 Kirkliston to Queensferry	M9 link roundabout to Milton Farm road	1	Almond	B Rural	Resurfacing	Amber 2	9,680	1.80	1.10	1.00
Crewe Road South	Comely Bank Roundabout to West Woods	5	Inverleith	C Urban	Resurfacing	Amber 1	5,189	1.60	1.25	1.00
Belford Road	No.2 Ravelston Pk To Ravelston Dykes	5	Inverleith	U Urban	Resurfacing	Amber 1	175	1.60	1.10	1.00
Oxgangs Avenue	Oxgangs Crescent To btw No.s40-42 Oxgangs Avenue	5	Inverleith	U Urban	Resurfacing	Amber 1	438	1.60	1.10	1.00
Eglinton Crescent	Glencairn Crescent To Coates Gardens	8	Colinton/Fairmilehead	U Urban	Resurfacing	Amber 1	143	1.00	1.00	1.05
Fishwives Causeway	junction o/s SPE networks entrance west to end of c/w	14	Craigtinny/Dudd'n	U Urban	Resurfacing	Amber 1	167	1.00	1.00	1.05
Whitehouse Loan	Strathearn Place To Greenhill Terrace	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	1,769	1.30	1.00	1.05
Rutland Square	Btw No.s14-15 To btw No.s 19-20	11	City Centre	U Urban	Resurfacing	Amber 1	335	1.00	1.00	1.05
Harewood Drive	Niddrie Mains Road To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Resurfacing	Amber 1	215	1.00	1.00	1.00
Millar Crescent	Morningside Terrace To Millar Place	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	725	1.00	1.00	1.05
Fountainhall Road	Findhorn Place To Ratcliffe Terrace	15	Southside/Newington	U Urban	Resurfacing	Amber 1	932	1.00	1.00	1.05
Dick Place	Mansionhouse Road To Wyvern Park	15	Southside/Newington	U Urban	Resurfacing	Amber 1	2,000	1.00	1.00	1.00
St Margaret's Road	Greenhill Place To Whitehouse Loan	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	1,164	1.00	1.00	1.00
Greenbank Road	Greenbank Park To Greenbank Gardens	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	717	1.00	1.00	1.05
Elliot Place	Craiglockhart Road To Colinton Road	9	Fountainbridge/C'hart	U Urban	Resurfacing	Amber 1	1,219	1.00	1.00	1.05
Greenend Grove	Greenend Gardens To No. 17 Greenend Grove	16	Liberton/Gilmerton	U Urban	Resurfacing	Amber 1	438	1.00	1.00	1.00
Greenbank Road	Greenbank Crescent To Greenbank Rise	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	662	1.00	1.00	1.05
Silverknowes Avenue	Silverknowes Loan To Silverknowes Terrace	1	Almond	U Urban	Resurfacing	Amber 1	630	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Greenbank Road	Greenbank Gardens To Greenbank Lane	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	2,048	1.00	1.00	1.05
Ettrick Road	Polwarth Terrace To Spylaw Road	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	2,423	1.00	1.00	1.00
Humbie Farm rd	Gillerhill south to point where road bends east at Swineburn	1	Almond	U Rural	Resurfacing	Amber 1	3,746	1.00	1.00	1.00

Surface Treatment

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Dundee Street	West Approach Road To Dundee Terrace	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	913	1.80	1.10	1.05
Crewe Road North	Crewe Road Gardens To No.111	4	Forth	C Urban	Surface Treatment	Amber 2	732	1.80	1.10	1.00
Pilrig Street	Arthur Street To Dryden Street	12	Leith Walk	C Urban	Surface Treatment	Amber 2	895	1.60	1.10	1.00
Duddingston Road	Duddingston Avenue to Duddingston Road West	14	Craigentiny/Dudd'n	C Urban	Surface Treatment	Amber 2	2,956	1.60	1.10	1.00
Spittal Street	Bread Street To Castle Terrace	11	City Centre	C Urban	Surface Treatment	Amber 2	1,175	1.80	1.00	1.00
Balgreen Road	Gorgie Road to Glendevon Avenue	6	Costorphine/Murrayf'd	C Urban	Surface Treatment	Amber 2	5,542	1.80	1.25	1.00
C157 – Kirkliston to Burnshot	Hillside Road (east junction) to Riverside Road	1	Almond	C Rural	Surface Treatment	Amber 2	3,869	1.80	1.00	1.00
C157 – Kirkliston to Burnshot	Standingstone Road To Wheatlands Road	1	Almond	C Rural	Surface Treatment	Amber 2	3,914	1.80	1.00	1.00
Braid Hills Drive	Howe Dean Path to Braid Hills Road (no 47)	1	Almond	C Rural	Surface Treatment	Amber 2	2,468	1.30	1.00	1.05
Albion Road	Albion Terrace To stadium	12	Leith Walk	U Urban	Surface Treatment	Amber 2	327	1.00	1.00	1.05
Caiystone Avenue	West Caiystane Road To East Caiystane Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,251	1.60	1.00	1.00
Columba Road	Jeffrey Avenue to Gardiner Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,200	1.00	1.00	1.00
Craiglockhart Road	Craiglockhart Crescent To Craiglockhart Quadrant	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	725	1.60	1.00	1.05
Braid Road	Braid Crescent to Braidburn Crescent; Hermitage Drive to Braid Hills Hotel; Riselaw Road to Braid Mount and Braid Hills Trail to Buckstane Park	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	4,782	1.30	1.00	1.00
Auchingane	Swanston Muir to end of cul de sac	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	4,423	1.00	1.00	1.05
Bankhead Avenue	Bankhead Crossway North To 25m south of jnc with Bankhead Drive	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	932	1.00	1.10	1.00
Craigs Gardens	Glasgow Road to Craigs Road	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	1,753	1.30	1.00	1.00
Corbiehill Road	Corbiehill Avenue To Vivian Terrace	5	Inverleith	U Urban	Surface Treatment	Amber 2	502	1.80	1.10	1.00
Double Hedges Road	Kirk Brae To Robert Burns Drive	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	845	1.60	1.00	1.00
Burnbrae	Maybury Drive to No.19	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	5,858	1.00	1.00	1.00
Caiystone Terrace	Oxgangs Brae To entrance to No.7 Caiystane Terrace	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,291	1.30	1.00	1.00
Greenbank Crescent	Greenbank Grove To Greenbank Row	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	1,020	1.60	1.10	1.00
Belford Terrace	Belford Road To Belford Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	717	1.00	1.10	1.00
Bankhead Crossway South	Bankhead Avenue to Bankhead Drive	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	4,144	1.30	1.00	1.00
Blackford Avenue	Oswald Road To South Oswald Road	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,331	1.00	1.10	1.00
Bankhead Terrace	Bankhead Avenue to Cultins Road	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	2,399	1.30	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Hailesland Road	Murrayburn Park To Hailesland Gardens	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	295	1.80	1.25	1.00
Allan Park Drive	Allan Park Gardens To Allan Park Road	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	518	1.00	1.00	1.00
Kekewich Avenue	Inchview Terrace to Craigentenny Road	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	3,587	1.60	1.00	1.00
Braid Hills Avenue	Braid Farm Road To Braid Hills Crescent	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	287	1.60	1.00	1.00
Bankhead Medway	Bankhead Place To Bankhead Broadway	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	677	1.00	1.00	1.00
Mountcastle Drive South	Milton Gardens South To Bingham Avenue	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	853	1.60	1.10	1.00
Chapel Street	Windmill Street To Buccleuch Street	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	494	1.00	1.10	1.00
Dumbryden Drive	Dumbryden Gardens to Dumbryden Grove	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	773	1.80	1.00	1.00
Fishwives Causeway	Portobello High Street To RAB at Baileyfield Crescent	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	2,479	1.30	1.00	1.05
Fishwives Causeway	Junction with branch north to Telferton To Sir Harry Lauder Road	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	813	1.30	1.00	1.05
Fishwives Causeway	O/s rear of No.48A Moira Terr To Farrer Grove	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	948	1.00	1.00	1.05
Clermiston Road	Clermiston Road To Forrester Road	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	733	1.00	1.10	1.00
Clermiston Road	C/w outside No.113 Clermiston Road To Clerwood Terrace	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	996	1.00	1.10	1.00
Braid Farm Road	Braid Hills Avenue To Braid Hills Road	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	359	1.00	1.00	1.00
Alnwickhill Drive	Alnwickhill Loan To Alnwickhill Terrace	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	167	1.00	1.00	1.00
Maidencraig Crescent	Between No.38-44 Maidencraig Cres To Maidencraig Grove	5	Inverleith	U Urban	Surface Treatment	Amber 2	837	1.60	1.00	1.00
Broomhouse Bank	Between No.s9-11 Broomhouse Bank To Broomhouse Street South	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	542	1.00	1.00	1.00
Broomhouse Place South	Broomhouse Bank To Broomhouse Walk South	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	781	1.00	1.00	1.00
Fauldburn	North Bughtlinfield To jnc with branch south at No.58 Fauldburn	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	1,825	1.30	1.00	1.00
Northfield Broadway	Northfield Farm Avenue to Northfield Avenue	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	4,965	1.60	1.10	1.00
Buckstone Hill	Buckstone Crescent To No.s15-17 Buckstone Hill	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	3,602	1.00	1.00	1.00
Caiyside	House numbers 93 to 115	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	2,622	1.00	1.00	1.00
Caiystane Crescent	Caiystane Hill to Comiston Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	2,035	1.00	1.00	1.00
Calton Road	New Street To Waterloo Place	11	City Centre	U Urban	Surface Treatment	Amber 2	2,702	1.00	1.00	1.00
Gogarloch Haugh	Gogarloch Muir clockwise to No.91	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	2,901	1.30	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Craigcrook Road	Jeffrey Avenue to Craigcrook Castle and Hillpark Road to Hillpark Drive	5	Inverleith	U Urban	Surface Treatment	Amber 2	8,337	1.30	1.00	1.05
Claremont Road	Blackie Road To Claremont Park	13	Leith	U Urban	Surface Treatment	Amber 2	351	1.00	1.00	1.00
Colinton Mains Road	Oxgangs Terrace To Oxgangs Terrace	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,060	1.00	1.00	1.00
Craigeith Hill Avenue	Groathill Avenue To Craigeith Hill Green and Craigeith Hill Crescent to Craigeith Hill Gardens	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,729	1.30	1.00	1.00
Craigcrook Place	Keith Row To Craigcrook Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,140	1.00	1.00	1.00
Hillpark Avenue	Hillpark Gardens To Hillpark Drive	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,785	1.30	1.00	1.00
Holyrood Park Road	Dalkeith Road to sub station	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	2,869	1.30	1.00	1.00
Bankhead Loan	Bankhead Avenue To Bankhead Place	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	3,778	1.30	1.00	1.00
House O'Hill Avenue	Corbiehill Avenue To House O hill Grove	5	Inverleith	U Urban	Surface Treatment	Amber 2	765	1.30	1.00	1.00
House O'Hill Avenue	House O hill Crescent To Hillhouse Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,729	1.00	1.00	1.00
Orchard Place	Orchard Road To Orchard Brae Gardens West	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,132	1.60	1.00	1.00
Howden Hall Drive	Howden Hall Court To Howden Hall Loan	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	614	1.30	1.00	1.00
Pentland Road	Spylaw Bank Road to Pentland Avenue	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	2,064	1.60	1.00	1.00
Baileyfield Crescent	Baileyfield Crescent Road behind industrial estate	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	295	1.30	1.00	1.00
Brae Park Road	Craufurdland To Dowies Mill Lane	1	Almond	U Urban	Surface Treatment	Amber 2	1,945	1.00	1.00	1.05
Kingsknowe Drive	Kingsknowe Avenue To Kingsknowe Crescent	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	1,267	1.30	1.00	1.00
Plewlandcroft	Hopetoun Road to number 7	1	Almond	U Urban	Surface Treatment	Amber 2	3,180	1.60	1.00	1.00
Ratho Park Road	314285670745 To 314352670763	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	120	1.60	1.00	1.00
Ratho Park Road	Baird Road To Lidgate Shot	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	423	1.00	1.00	1.00
Ratho Park Road	West Croft To 314285670745	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	797	1.30	1.00	1.00
Littlejohn Road	Morham Perk to Morham Gardens	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	4,591	1.30	1.00	1.00
Long Crook	Echline Avenue To o/s No.94 Long Crook	1	Almond	U Urban	Surface Treatment	Amber 2	4,152	1.30	1.00	1.00
Long Crook	O/s No.43 Long Crook To No.55 Long Crook	1	Almond	U Urban	Surface Treatment	Amber 2	335	1.00	1.00	1.00
Dean Park Street	Bedford Street To Dean Park Mews	5	Inverleith	U Urban	Surface Treatment	Amber 2	837	1.00	1.00	1.00
Belford Road	Sunbury Mews To Douglas Gardens Mews	5	Inverleith	U Urban	Surface Treatment	Amber 2	837	1.00	1.00	1.00
Braid Crescent	Comiston Drive To Braid Road	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	1,945	1.00	1.00	1.00
Rosebery Avenue	Arrol Place to no 45	1	Almond	U Urban	Surface Treatment	Amber 2	2,901	1.60	1.00	1.00
Midmar Drive	Cluny Drive To Hermitage Drive	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	598	1.30	1.00	1.00
Forrester Park Avenue	Full Length	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,777	1.00	1.00	1.05
Dundas Place	Almondhill Road To jnc with branch south at No.18 Dundas Place	1	Almond	U Urban	Surface Treatment	Amber 2	1,235	1.00	1.00	1.00
East Fettes Avenue	Inverleith Place To Carrington Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	988	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
East Kilngate Wynd	East Kilngate Place to end of cul de sac at no 29	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	2,040	1.00	1.00	1.00
Echline View	Echline Avenue To jnc o/s No.49 Echline View	1	Almond	U Urban	Surface Treatment	Amber 2	749	1.30	1.00	1.00
Harvest Drive	Harvest Road To Queen Anne Drive	1	Almond	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.10	1.00
Saughton Road Service Road	Jnc o/s No.8 Saughton Road To Saughton Mains Loan	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	430	1.60	1.00	1.00
Echline Terrace	Cul de sac at no 3, west and south to no 21	1	Almond	U Urban	Surface Treatment	Amber 2	877	1.00	1.00	1.00
Gardiner Road	Jeffrey Avenue To House O hill Terrace	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,785	1.00	1.00	1.00
Glenogle Road	Hugh Miller Place to Colville Place	5	Inverleith	U Urban	Surface Treatment	Amber 2	3,953	1.00	1.00	1.00
Cramond Road North	Cul de sac at no 16 to Cramond Glebe Road	1	Almond	U Urban	Surface Treatment	Amber 2	1,642	1.30	1.00	1.00
Cambusnethan Street	Dalziel Place To Marionville Road	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	2,511	1.00	1.00	1.00
Gogarloch Syke	O/s No.74 Gogarloch Syke To Gogarloch Muir	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	1,594	1.00	1.00	1.00
Gogarloch Syke	Jnc o/s No.8 Gogarloch Syke To jnc between No.s 12-14 Gogarloch Syke	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	940	1.00	1.00	1.00
Camus Road East	Camus Avenue To Caiystane Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	534	1.00	1.00	1.00
South Gyle Road	Cul de sac at no 241 to cul de sac at no 275	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	4,073	1.60	1.00	1.05
Craigentenny Road	Loganlea Drive To Loganlea Road and Christiemyllar Avenue to Sydney Terrace	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	3,284	1.30	1.00	1.00
Craigeith Crescent	Blinkbonny Crescent Lane To Queensferry Road	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,833	1.00	1.10	1.00
Hillpark Crescent	Craigcrook Road To Hillpark Court	5	Inverleith	U Urban	Surface Treatment	Amber 2	598	1.00	1.00	1.00
Pleasance	Gilmour Street to New Arthur Place, East Adam Street to Drummond Street, St John's Hill to opposite Salvation Army Hostel	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	8,807	1.30	1.00	1.00
Hillside Crescent	Brunswick Street To Hillside Street	12	Leith Walk	U Urban	Surface Treatment	Amber 2	1,275	1.00	1.00	1.00
Society Road	Between No.s16-18 Society Road To Clufflat	1	Almond	U Urban	Surface Treatment	Amber 2	1,379	1.30	1.00	1.05
Society Road	Walker Drive To Forth Place	1	Almond	U Urban	Surface Treatment	Amber 2	917	1.00	1.00	1.05
Hope Street	Viewforth Road To Carmelite Road	1	Almond	U Urban	Surface Treatment	Amber 2	669	1.00	1.00	1.00
House O'Hill Road	Drylaw Crescent To o/s No. 21 House O'hill Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,379	1.00	1.00	1.00
House O'Hill Road	House O hill Row To Corbiehill Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,227	1.00	1.00	1.00
Jeffrey Avenue	Gardiner Road To Columba Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	3,427	1.00	1.00	1.00
Barnton Gardens	Barnton Park To o/s No.s31-22 Barnton Gardens	1	Almond	U Urban	Surface Treatment	Amber 2	1,116	1.00	1.10	1.00
Buccleuch Street	Meadow Lane To Boroughloch Lane	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	502	1.00	1.10	1.05
King's Haugh	Section to ambulance station	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	1,108	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Kingsknowe Avenue	Kingsknowe Terrace To Kingsknowe Road South	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	1,658	1.00	1.00	1.00
Lampacre Road	Tyler s Acre Gardens To Carrick Knowe Gardens	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,371	1.00	1.00	1.00
Davidson Road	Grigor Avenue To Davidson Park	5	Inverleith	U Urban	Surface Treatment	Amber 2	757	1.00	1.00	1.00
Roull Road	Castle Avenue to Roull Grove	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	2,048	1.30	1.00	1.00
Coillesdene Crescent	Joppa Terrace To Coillesdene Drive	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	446	1.00	1.00	1.00
Caledonian Crescent	Caledonian Road to Orwell Place	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	1,235	1.00	1.10	1.00
Colmestone Gate	Pentland View To No.6-7 Colmestone Gate	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	383	1.00	1.00	1.00
Scotstoun Park	Number 1 to number 29	1	Almond	U Urban	Surface Treatment	Amber 2	4,105	1.30	1.00	1.00
Manor Place	Chester Street To Rothesay Place	11	City Centre	U Urban	Surface Treatment	Amber 2	725	1.00	1.00	1.00
Craiglockhart Bank	Craiglockhart Loan To end of cul-de-sac	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	741	1.00	1.00	1.00
Craigend Park	Cul-de-sac	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	454	1.00	1.00	1.00
Montpelier	Bruntsfield Avenue To Viewforth	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	677	1.00	1.00	1.00
Paisley Crescent	Ulster Drive To Ulster Crescent	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,913	1.00	1.10	1.00
Mounthooly Loan	Frogston Road West to end of cul de sac at no 51	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	4,766	1.00	1.00	1.00
Eastfield Road	From north side of Roundabout just north of the P & R	1	Almond	C Urban	Surface Treatment	Amber 2	316	1.30	1.25	1.00
Eastfield Road	south side of roundabout (by Airport Hilton Hotel)	1	Almond	C Urban	Surface Treatment	Amber 2	380	1.30	1.25	1.00
Eastfield Road	roundabout at Hilton, bellmouth on Chauffeur Drive	1	Almond	C Urban	Surface Treatment	Amber 2	1,003	1.30	1.25	1.00
Stevenson Drive	Whitson Terrace To Balgreen Road	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,347	1.80	1.25	1.00
West Granton Road	Granton Mains Avenue To Granton Mains East	4	Forth	C Urban	Surface Treatment	Amber 2	1,437	1.60	1.25	1.00
Duddingston Road West	Meadowfield Avenue To Meadowfield Gardens	14	Craigentenny/Dudd'n	C Urban	Surface Treatment	Amber 2	3,381	1.60	1.10	1.00
Colinton Road	Craiglockhart Road To roundabout at Oxgangs Rd North	9	Fountainbridge/C'hart	C Urban	Surface Treatment	Amber 2	904	1.60	1.25	1.00
Ladywell Road	Ladywell Avenue To Featherhall Avenue	6	Costorphine/Murrayf'd	C Urban	Surface Treatment	Amber 2	289	1.60	1.10	1.05
Stevenson Road	Westfield Court To Westfield Avenue	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,139	1.80	1.25	1.00
Brandon Street	Brandon Street To Brandon Street	5	Inverleith	C Urban	Surface Treatment	Amber 2	271	1.80	1.10	1.00
Stenhouse Drive	No.s10-18 west to No.s111-119	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,220	1.60	1.25	1.05
West Granton Road	Granton Medway To Granton Park Avenue	4	Forth	C Urban	Surface Treatment	Amber 2	1,157	1.60	1.10	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Curriehill Road	Forth View Crescent To 317580668334	2	Pentland Hills	C Urban	Surface Treatment	Amber 2	3,779	1.30	1.00	1.00
Ransfield Road	East side of entrance to Ratho Park Golf Club west East side of entrance to Ratho Park Golf Club west for approx 556m or thereby	2	Pentland Hills	C Rural	Surface Treatment	Amber 2	5,017	1.00	1.00	1.00
Ransfield Road	From east side of Ransfield Cottages east for approx 862m or thereby	2	Pentland Hills	C Rural	Surface Treatment	Amber 2	7,792	1.00	1.00	1.00
Bankhead Place	Bankhead Loan To Calder Road (SR Bankhead Ave-Bank	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	845	1.60	1.00	1.00
Broomhouse Avenue	Broomhouse Street North To Broomhouse Road	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	853	1.60	1.10	1.00
Bankhead Drive	Bankhead Way to Bankhead Crossway South and Bankhead Terrace to Bankhead Crossway North	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	3,284	1.60	1.00	1.00
Clackmae Road	Leadervale Road To Kedslie Road	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	3,331	1.30	1.00	1.00
Craigentenny Avenue	Seafield Road south to junction on south side of Arnold Clark service centre	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,785	1.30	1.00	1.00
Craigs Road	Craigs Drive To North Gyle Road	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	1,714	1.30	1.00	1.00
Bankhead Broadway	Bankhead C/way North To Bankhead Drive	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	662	1.00	1.00	1.00
Dovecot Road	Saughton Road North To Ladywell Avenue	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	4,152	1.30	1.00	1.00
Drum Brae Drive	Cul de sac at no 110 to Clermiston Gardens	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	1,674	1.30	1.00	1.00
Baberton Mains Loan	Baberton Mains Court To Baberton Crescent Link	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	1,801	1.00	1.00	1.05
East Caiystane Road	Caiystane Avenue To Caiystane Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,865	1.60	1.00	1.00
Echline Rigg	Branch south from loop road to end of cul-de-sac	1	Almond	U Urban	Surface Treatment	Amber 2	988	1.00	1.00	1.00
Fairmile Avenue	Caiystane Avenue To Oxgangs Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.10	1.00
Forthview Terrace	Telford Road To Queen's Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,240	1.30	1.10	1.00
Gogarloch Road	From north side of roundabout on South Gyle Broadway north-east for approx 34m	3	Drum Brae/Gyle	U Urban	Surface Treatment	Amber 2	2,511	1.00	1.00	1.00
Gordon Loan	Old Kirk Road To Gordon Road	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	534	1.00	1.00	1.00
Gracemount Drive	From No.94 to No.74	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	1,219	1.60	1.00	1.05
Harrison Road	O/s No.5 Harrison Road To Harrison Gardens	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	1,833	1.00	1.10	1.00
Hay Avenue	South side of most southerly Roundabout To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	1,554	1.30	1.00	1.00
Hillwood Rise	Hillwood Terrace To Hillwood Crescent	1	Almond	U Urban	Surface Treatment	Amber 2	1,379	1.00	1.00	1.00
Keith Crescent	Craigcrook Gardens To Jeffrey Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,371	1.00	1.00	1.00
Dovecot Park	Lanark Road To end of cul de sac	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	2,447	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Kingsknowe Terrace	Kingsknowe Gardens To Kingsknowe Avenue	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	550	1.00	1.00	1.00
Leadervale Road	Clackmae Grove To Clackmae Road	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	383	1.00	1.00	1.00
Learmonth Place	Learmonth Gardens To Learmonth Gardens Lane	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,614	1.30	1.00	1.00
Camus Avenue	East Camus Place To Camus Park	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,849	1.00	1.00	1.00
Lochend Road	From approx 45 west of the cycle track overpass, west then south to Glasgow Road	1	Almond	U Urban	Surface Treatment	Amber 2	454	1.00	1.00	1.00
Macdowall Road	Savile Place To Langton Road	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	885	1.00	1.00	1.00
Granton Park Avenue	West Granton Road to approx 10m west of gable end of No.35	4	Forth	U Urban	Surface Treatment	Amber 2	2,853	1.30	1.00	1.05
Mortonhall Park Drive	Mortonhall Park Gardens To Mortonhall Park Bank	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.00	1.00
Forthview Road	Forthview Terrace To Seaforth Drive	5	Inverleith	U Urban	Surface Treatment	Amber 2	311	1.00	1.10	1.00
Muirhouse Parkway	Opposite No.39 Salvesen Crescent To opposite No.54 Salvesen Crescent	4	Forth	U Urban	Surface Treatment	Amber 2	813	1.00	1.00	1.00
Murrayburn Road	Wester Hailes Road To east side of No.10 Westside Plaza(council bldg)	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	662	1.00	1.10	1.00
Murrayburn Road	Hailesland Road To Murrayburn Gardens	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	1,427	1.00	1.10	1.00
Murrayfield Road	Campbell Avenue To Kinellan Gardens	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	749	1.60	1.00	1.05
Murrayburn Road	Murrayburn Drive To Hailesland Road	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	614	1.00	1.10	1.00
Nantwich Drive	Craigentiny Road to Fillyside Terrace	14	Craigentiny/Dudd'n	U Urban	Surface Treatment	Amber 2	4,758	1.00	1.10	1.00
Nantwich Drive	Craigentiny Road To Stapeley Avenue	14	Craigentiny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,251	1.00	1.00	1.00
New Mart Road	New Market Road To the Risk Factory	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	4,268	1.00	1.00	1.00
Newbattle Terrace	Eden Terrace To Canaan Lane	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	909	1.60	1.00	1.00
Niddrie Marischal Place	Niddrie Marischal Gardens north-east to east side of No.37 Niddrie Marischal Place	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	813	1.00	1.10	1.00
Cramond Road South	Cramond Road South To Cramond Road North	1	Almond	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.00	1.00
Cumnor Crescent	Rutherford Drive To Tressilian Gardens	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	422	1.00	1.00	1.00
Northfield Circus	From btw Nos 1-20 around circus returning to No.s1-20	14	Craigentiny/Dudd'n	U Urban	Surface Treatment	Amber 2	6,169	1.60	1.10	1.00
Orchard Brae Gardens West	Orchard Place To Orchard Brae Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,614	1.00	1.10	1.05
Oswald Road	Kilgraston Road to Blackford Avenue	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	972	1.00	1.00	1.00
Overton Farm Road	From the east-west leg of Overton Farm Rd north To B9080(Stirling Road)	1	Almond	U Urban	Surface Treatment	Amber 2	725	1.00	1.00	1.00
Oxgangs Avenue	Greenbank Crescent To Oxgangs Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,753	1.30	1.10	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Parkside Terrace	Dalkeith Road to junction between No.s16-20 Parkside Terrace	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	622	1.00	1.00	1.00
Pentland Avenue	Pentland Road To Gillespie Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	677	1.00	1.00	1.00
Pentland View	Colmestone Gate To Pentland Drive	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	335	1.00	1.00	1.00
Piersfield Grove	From No.7-9 Piersfield Grove east to end of cul-de-sac	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	438	1.30	1.00	1.00
Pirniefield Place	Prospect Bank Place To Prospect Bank Road	13	Leith	U Urban	Surface Treatment	Amber 2	853	1.30	1.00	1.00
Potterrow	Marshall Street northwards for approx 95m	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,028	1.60	1.00	1.00
Queen Anne Drive	Harvest Drive north west to entrance of Low Cost Airport Parking.com	1	Almond	U Urban	Surface Treatment	Amber 2	662	1.00	1.00	1.00
Leven Terrace	Glengyle Terrace To Brougham Place	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	1,490	1.00	1.00	1.00
Ravelston Dykes Road	Murrayfield Road To entrance to Mary Erskine School	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,116	1.00	1.00	1.00
Blackford Hill Grove	Blackford Hill Rise To No 27 Blackford Hill Grove (end of cul de sac)	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,124	1.00	1.00	1.00
Redford Avenue	From Redford Road link to Redford Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	5,324	1.00	1.00	1.00
Restalrig Road	Restalrig Park to Prospect Bank Road and Marionville Road to Restalrig Gardens	13 & 14	Leith & Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	2,040	1.00	1.00	1.00
Restalrig Square	From No.2 round square returning to No.2	14	Craigentenny/Dudd'n	U Urban	Surface Treatment	Amber 2	797	1.00	1.00	1.00
Ross Gardens	Savile Place To Ross Place	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,841	1.00	1.00	1.00
Rossie Place	Alva Place To Norton Park	12	Leith Walk	U Urban	Surface Treatment	Amber 2	1,036	1.30	1.00	1.00
Russell Road	South end of railway bridge to sorting office corner and Roseburn Maltings to Roseburn Street	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,148	1.00	1.00	1.00
Saughton Crescent	Saughtonhall Drive to Beechmount Crescent and Saughton Grove to Saughton Loan	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	6,288	1.00	1.00	1.00
Peniel Road	Council boundary under rail bridge to Overton Farm Road	1	Almond	U Rural	Surface Treatment	Amber 2	8,647	1.00	1.00	1.00

Setted Streets

Street	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Randolph Crescent & Great Stuart Street	Various Location	11	City Centre	2700	16	1.8	1.0	1.00	28.80

Capital Footway Programme

April 2017 – March 2018

Main Footways

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Lady Lawson Street	Lauriston Place to NO. 52 Lady Lawson Street	11	City Centre	289	16.50	1.6	26.40
Polwarth Gardens	No. 22 to No. 42 Polwarth Gardens	9	Fountainbridge/C'hart	201	16.50	1.6	26.40
Lauriston Street	At No. 23 Lauriston Street	11	City Centre	55	16.00	1.6	25.60
Thistle Street North East Lane	Various Locations	11	City Centre	117	16.00	1.6	25.60
Abbeymount	Abbeyhill to Montrose Terrace	11	City Centre	375	16.00	1.6	25.60
Canning Street	Both sides From No. 12 Canning Street to No. 22	11	City Centre	601	16.00	1.6	25.60
Sunnybank Lwr London Rd	South Side Various Locations	14	Craighentenny/Dudd'n	451	16.00	1.6	25.60
Cycle Track - Inverleith Pk	Inverleith Park at Inverleith Place	5	Inverleith	532	16.00	1.6	25.60
New Mart Road	South Side of road from Chesser Ave Jct to Leisure Centre entrance	9	Fountainbridge/C'hart	735	16.00	1.6	25.60
Morrison Street	Both sides, South side from Morrison Link Jct to No. 271, North Side from No. 250 to No. 254	11	City Centre	369	15.50	1.6	24.80
Malta Terrace	Full Length North Side	5	Inverleith	128	15.50	1.6	24.80
Ferry Road	South side of Street from Opp No. 6 to Opp Holy Cross Primary School	5	Inverleith	314	15.50	1.6	24.80
Newhaven Road Ph4	No. 46 Newhaven Road to Broughton Road East Side	12	Leith Walk	641	15.50	1.6	24.80
Fingzies Place	Full Length East Side	13	Leith	95	15.50	1.6	24.80
Rosevale Place	Full Length West Side	13	Leith	75	15.50	1.6	24.80
Wellington Place	West Side of road from No. 1 to No. 12	13	Leith	251	15.50	1.6	24.80
Waverley Pl Carlyle Pl	Both sides Full Length	12	Leith Walk	237	15.50	1.6	24.80
Regent Pl Waverley Pl	Both sides Full Length	12	Leith Walk	275	15.50	1.6	24.80
Bellevue Road	West side of road from Green Street Jct to No. 67, East side of road from Annandale Street Jct to No. 42	12	Leith Walk	461	15.50	1.6	24.80
Bellevue Gardens	Both sides Full Length	12	Leith Walk	291	15.50	1.6	24.80
Main Street, Ratho	South side of road from Dalmahoy Rd Jct to Hillview Cottages Jct	2	Pentland Hills	807	15.50	1.6	24.80
Viewforth	Both sides from Bruntsfield Place Jct to Gilmore Place Jct	10	Meadows/Morningside	1,497	15.50	1.6	24.80

Footway Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Warriston Terrace	Full Length Both Sides	5	Inverleith	306	15.50	1.6	24.80
Whitehouse Loan	East side only - Grange Loan to Strathearn Road	15	Southside/Newington	802	15.50	1.6	24.80
Waverley Park	Both sides, West side full length, East side from No. 6 Waverley Park Terrace to No. 27 Waverley Park	11	City Centre	587	15.50	1.6	24.80
Cowgate	South side of road from No. 2 to Livingstone house	11	City Centre	658	13.50	1.8	24.30
Bothwell Street		12	Leith Walk	632	15.00	1.6	24.00
North Junction Street	West side No. 21 Nth Junction St to No. 8 Portland Terr	13	Leith	716	15.00	1.6	24.00
Queen Street	North side Hanover St to Nrth St David St	11	City Centre	507	15.00	1.6	24.00
Queen Street		11	City Centre	1,119	15.00	1.6	24.00
St Stephen Street		5	Inverleith	282	15.00	1.6	24.00
Dean Path		5	Inverleith	564	15.00	1.6	24.00
Calton Road Ph2	West side from St Ninian's row Jct to Opp Calton Hill Jct	11	City Centre	57	15.00	1.6	24.00
East Claremont Street	North-west side btw No.s 89-123 & south-east side Claremont Court to No.118	12	Leith Walk	852	15.00	1.6	24.00
Dundas Street	Both sides - Great King Street to Heriot Row	11	City Centre	1,269	15.00	1.6	24.00
Dean Bank Lane	Hamilton Place to No.27 west side & to No.2 Dean Bank Lane on east side	5	Inverleith	91	15.00	1.6	24.00
Madeira Street		13	Leith	175	15.00	1.6	24.00
Inverleith Row		5	Inverleith	806	15.00	1.6	24.00
Belford Road	F/w North side - from opp Belford Park east to Lodge house at No.70	5	Inverleith	638	15.00	1.6	24.00
Maritime Street		13	Leith	675	15.00	1.6	24.00
Newhaven Road		12	Leith Walk	333	15.00	1.6	24.00
Melville Street		11	City Centre	706	15.00	1.6	24.00
Palmerston Place		11	City Centre	941	15.00	1.6	24.00
Broughton Market		11	City Centre	36	15.00	1.6	24.00
Dalkeith Road		15	Southside/Newington	443	15.00	1.6	24.00
East London Street		11	City Centre	287	15.00	1.6	24.00
Pitt Street		12	Leith Walk	322	15.00	1.6	24.00
Slateford Road		9	Fountainbridge/C'hart	245	15.00	1.6	24.00

Footway Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Church Hill Place		10	Meadows/Morningside	250	15.00	1.6	24.00
Lindsay Road Ph4		13	Leith	85	15.00	1.6	24.00
Queen's Park Avenue	Considine Gdns to: Meadowbank on north side & to opp No.15 Queen's Park Ave on south side.	14	Craigtinny/Dudd'n	632	15.00	1.6	24.00

Local Footways

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Parkgrove Drive	Both Sides	3	Drum Brae/Gyle	949	19.50	1.2	23.40
Parker Avenue	Both Sides	14	Craigentinny/Dudd'n	718	19.00	1.2	22.80
A71	Addiston Mains to Wester Row	2	Pentland Hills	3,714	19.00	1.2	22.80
Clermiston Crescent	Clermiston Park to Clermiston Drive	3	Drum Brae/Gyle	457	18.50	1.2	22.20
Ross Gardens	Langton Road to Savile Place	15	Southside/Newington	855	18.00	1.2	21.60
Crewe Road North	173 Crewe Road North to 256 Crewe Road North	4	Forth	1,101	18.00	1.2	21.60
Boswall Terrace	Boswall Quadrant to Boswall Place	4	Forth	867	18.00	1.2	21.60
Lussielaw Road	Mayfield Road to Langton Road	15	Southside/Newington	1,100	18.00	1.2	21.60
Camus Road East	Camus Avenue to Caiystane Crescent	8	Colinton/Fairmilehead	850	18.00	1.2	21.60
Kekewich Avenue	Craigentinny Road to Portobello Road	14	Craigentinny/Dudd'n	1,722	18.00	1.2	21.60
Langton Road	MacDowall Road to West Mains Road	15	Southside/Newington	1,363	18.00	1.2	21.60
Crewe Crescent	Boswall Parkway to Crewe Grove	4	Forth	644	18.00	1.2	21.60
Parkgrove Crescent	Parkgrove Road to Clermiston Drive	3	Drum Brae/Gyle	1,011	18.00	1.2	21.60
Provost Milne Grove	Various Locations	1	Almond	3026	18.00	1.2	21.60
Bavelaw Road	Bridge Road to No. 43 Bavelaw Road	2	Pentland Hills	1,543	18.00	1.2	21.60
Wilkieston Road	Craigpark Avenue to Wilkieston Road Church	2	Pentland Hills	108	18.00	1.2	21.60
Hutchison Place	Whole Length Both Sides	9	Fountainbridge/C'hart	1,202	18.00	1.2	21.60
Craigeith Avenue South	Whole Length South Side	6	Corstorphine/Murrayf'd	586	18.00	1.2	21.60
Oxgangs Hill	Oxgangs Green to Oxgangs Loan South Side	8	Colinton/Fairmilehead	273	18.00	1.2	21.60
Corslet Crescent	Thomson Crescent to Thomson Road	2	Pentland Hills	990	18.00	1.2	21.60
Lanark Rd West (west)- footway	From 2a Lanark Road West to 137 Lanark Road West	2	Pentland Hills	742	18.00	1.2	21.60
Tylers Acre Avenue	Whole Length Both Sides	6	Corstorphine/Murrayf'd	914	18.00	1.2	21.60
Boswall Grove	Whole of Boswall Grove	4	Forth	105	18.00	1.2	21.60
Crewe Road West	Connecting footway No. 123 to No. 157	4	Forth	696	18.00	1.2	21.60
Priestfield Crescent	Whole Length Both Sides	15	Southside/Newington	1,083	17.50	1.2	21.00
Pilton Park Ph2	Whole length West side, Boswall Parkway to Pilton Gardens East side	4	Forth	525	17.50	1.2	21.00
Russell Place	East Side Spencer Place to Lennox Row	4	Forth	384	17.50	1.2	21.00
Zetland PI/Spencer PI Ph1	Various Locations	4	Forth	1,004	17.50	1.2	21.00

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Dalkeith Street	Full Length Both Sides	17	Portobello/Craigmillar	800	17.50	1.2	21.00
Oswald Road	Oswald Court to No. 36 Oswald Road	15	Southside/Newington	523	17.50	1.2	21.00
Riversdale Crescent	Riversdale Road to No. 14 Riversdale Crescent	6	Corstorphine/Murrayf'd	610	17.50	1.2	21.00
Braid Hills Crescent	Full Length of Braid Hills Crescent including down to Braid Hills Road	10	Meadows/Morningside	410	17.50	1.2	21.00
Longstone Street	From No. 75 Longstone Road to Kingsknowe Road North	7	Sighthill/Gorgie	1,125	17.50	1.2	21.00
Longstone Avenue	Full Length Both Sides	7	Sighthill/Gorgie	369	17.50	1.2	21.00
Baird Drive	Full Length Both Sides	6	Corstorphine/Murrayf'd	2,177	17.50	1.2	21.00
Priestfield Road	Priestfield Road North to Prestonfield Avenue	15	Southside/Newington	3,563	17.50	1.2	21.00
Baird Grove	Full Length Both Sides	6	Corstorphine/Murrayf'd	768	17.50	1.2	21.00
Ryehill Gardens	Full Length West Side	13	Leith	196	17.50	1.2	21.00
Christian Crescent	Full Length Both Sides	17	Portobello/Craigmillar	1,826	17.50	1.2	21.00
East Hermiston/Calder Road	North Side Gogar Station Road East for 400 metres	2	Pentland Hills	1,012	17.50	1.2	21.00
Wester Drylaw Drive Ph5	From No. 77 to No. 153 Wester Drylaw Drive	5	Inverleith	1,075	17.50	1.2	21.00
Oxgangs Farm Avenue	Full Length Both Sides	8	Colinton/Fairmilehead	1,537	17.50	1.2	21.00
Nether Currie Crescent	Full Length Both Sides	2	Pentland Hills	1,643	17.50	1.2	21.00
Braid Farm Road	Full Length Both Sides	10	Meadows/Morningside	391	17.50	1.2	21.00
Lower Gilmore Place	Full Length Both Sides	9	Fountainbridge/C'hart	578	17.50	1.2	21.00
Oxgangs Road	Fairmile Avenue to Comiston Road North Side	8	Colinton/Fairmilehead	283	17.50	1.2	21.00
Lochend Road	F/way - From junction at Hallyards Road north to bridge at Canal	1	Almond	677	17.00	1.2	20.40
Craigmount View	Drum Brae South to No. 43 Craigmount View	3	Drum Brae/Gyle	842	17.00	1.2	20.40
Royal Terrace Ph1	From Greenside Church to Carlton Terrace Lane	11	City Centre	460	17.00	1.2	20.40
MacDowell Road	Full Length Both Sides	15	Southside/Newington	631	17.00	1.2	20.40
Pilton Place	Full Length Both Sides	4	Forth	885	17.00	1.2	20.40
Ellen's Glen Road Ph2	Gilmerton Road to No. 24 Ellen's Glen Road East Side	16	Liberton/Gilmerton	536	17.00	1.2	20.40
Crewe Place & Loan	Crewe Loan both sides and Crewe Place West Side 4 to 40	4	Forth	428	17.00	1.2	20.40
Crewe Road North	Various Locations	4	Forth	922	17.00	1.2	20.40
Stanley Road	Craighall Road to Newhaven Road North Side	4	Forth	502	17.00	1.2	20.40
Pilton Drive Ph1	Full Length West Side	4	Forth	1,520	17.00	1.2	20.40
Restalrig Crescent	SGN Work 2016/17	14	Craigentinny/Dudd'n	1,139	17.50	1.2	21.00

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Milton Crescent & Milton Gdns Sth	SGN Work 2016/17 Programme after work complete	17	Portobello/Craigmillar	1,538	17.00	1.2	20.40
Magdalene Gardens Ph2		17	Portobello/Craigmillar	628	17.00	1.2	20.40
Magdalene Avenue		17	Portobello/Craigmillar	434	17.00	1.2	20.40
Drum Brae Gardens		3	Drum Brae/Gyle	777	17.00	1.2	20.40
Dolphin Road		2	Pentland Hills	1,812	17.00	1.2	20.40
Pentland View		2	Pentland Hills	1,083	17.00	1.2	20.40
Woodhall Bank Ph1		8	Colinton/Fairmilehead	765	17.00	1.2	20.40
Woodhall Bank Ph2		8	Colinton/Fairmilehead	729	17.00	1.2	20.40
East Caiystane Road		8	Colinton/Fairmilehead	410	17.00	1.2	20.40
Winton Terrace		8	Colinton/Fairmilehead	829	17.00	1.2	20.40
Bangholm Bower Avenue		4	Forth	278	17.00	1.2	20.40
Sighthill Gardens		7	Sighthill/Gorgie	1,297	17.00	1.2	20.40
Craikleith Drive		5	Inverleith	875	17.00	1.2	20.40
Woodfield Park		8	Colinton/Fairmilehead	1,096	17.00	1.2	20.40
Bryce Avenue		14	Craigentenny/Dudd'n	769	17.00	1.2	20.40
Northfield Grove		14	Craigentenny/Dudd'n	946	17.00	1.2	20.40
Craigmillar Castle Gardens		17	Portobello/Craigmillar	872	17.00	1.2	20.40
Sighthill Street		7	Sighthill/Gorgie	552	17.00	1.2	20.40
Swanston Road		8	Colinton/Fairmilehead	378	17.00	1.2	20.40
Easter Drylaw Grove		5	Inverleith	263	17.00	1.2	20.40
Barony Terrace		6	Corstorphine/Murrayf'd	499	17.00	1.2	20.40
Glendevon Road		6	Corstorphine/Murrayf'd	483	17.00	1.2	20.40
Colinton Road		9	Fountainbridge/C'hart	672	17.00	1.2	20.40
Lennel Avenue		6	Corstorphine/Murrayf'd	1,022	17.00	1.2	20.40
South Gyle Road		3	Drum Brae/Gyle	694	17.00	1.2	20.40
Clermiston Hill & park		3	Drum Brae/Gyle	365	17.00	1.2	20.40
Clermiston Grove		3	Drum Brae/Gyle	1,119	17.00	1.2	20.40
Ravelston Park		5	Inverleith	1,296	17.00	1.2	20.40
Gardiner Road		5	Inverleith	1,252	17.00	1.2	20.40
Drylaw Crescent		5	Inverleith	1,496	17.00	1.2	20.40

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Glenallan Drive		16	Liberton/Gilmerton	304	17.00	1.2	20.40
Pilton Drive		4	Forth	1,412	17.00	1.2	20.40
Craigleith Crescent		6	Corstorphine/Murrayf'd	3,514	17.00	1.2	20.40
Stenhouse Cottages		7	Sighthill/Gorgie	159	17.00	1.2	20.40
Clermiston Green		3	Drum Brae / Gyle	454	17.00	1.2	20.40
Lauriston Farm Road		1	Almond	1,576	17.00	1.2	20.40
Featherhall Grove		6	Corstorphine/Murrayf'd	169	17.00	1.2	20.40
Swanston Gardens		8	Colinton/Fairmilehead	1,575	17.00	1.2	20.40
Pilton Loan		4	Forth	215	17.00	1.2	20.40
Caroline Terrace		6	Corstorphine/Murrayf'd	2,815	17.00	1.2	20.40
Davidson Park		5	Inverleith	256	17.00	1.2	20.40
Dudley Avenue & Dudley Ave Sth		4	Forth	1216	17.00	1.2	20.40
West Caiystane Road		8	Colinton/Fairmilehead	494	17.00	1.2	20.40
East Caiystane Place		8	Colinton/Fairmilehead	442	17.00	1.2	20.40
Dreghorn Park		8	Colinton/Fairmilehead	981	17.00	1.2	20.40
Greenbank Row -footway		10	Meadows/Morningside	344	17.00	1.2	20.40
Crewe Grove		4	Forth	224	17.00	1.2	20.40
Broomhall Loan		6	Corstorphine/Murrayf'd	324	17.00	1.2	20.40
Drum Brae South	131 to Craigmount Way and 107 to 103 South side	3	Drum Brae/Gyle	817	17.00	1.2	20.40
Oxgangs Row		8	Colinton/Fairmilehead	359	17.00	1.2	20.40
James Street		17	Portobello/Craigmillar	758	17.00	1.2	20.40
Morningside Drive	C+F surfacing - f/way	10	Meadows/Morningside	717	17.00	1.2	20.40
Henderland Road		6	Corstorphine/Murrayf'd	1,049	17.00	1.2	20.40
Linn Mill Ph1		1	Almond	329	17.00	1.2	20.40
Stenhouse Mill Crescent		7	Sighthill/Gorgie	500	17.00	1.2	20.40
Roull Grove		6	Corstorphine/Murrayf'd	105	17.00	1.2	20.40
Ellersley Road Ph4		6	Corstorphine/Murrayf'd	365	17.00	1.2	20.40
Corslet Road Ph2		2	Pentland Hills	939	17.00	1.2	20.40
Carrick Knowe Parkway		6	Corstorphine/Murrayf'd	656	17.00	1.2	20.40
Saughtonhall Crescent		6	Corstorphine/Murrayf'd	296	17.00	1.2	20.40

Footway Schemes	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Usage Multiplier	Prioritisation Score
Muirhouse Green		4	Forth	226	17.00	1.2	20.40
Muirhouse Bank		4	Forth	593	17.00	1.2	20.40
Craigleith Hill Avenue		5	Inverleith	2,666	17.00	1.2	20.40
Oxgangs Farm Drive		8	Colinton/Fairmilehead	1,804	17.00	1.2	20.40
Oxgangs Farm Grove		8	Colinton/Fairmilehead	1,545	17.00	1.2	20.40
Fairmile Avenue		8	Colinton/Fairmilehead	835	17.00	1.2	20.40
Comiston Road		10	Meadows/Morningside	816	17.00	1.2	20.40
Woodfield Avenue		8	Colinton/Fairmilehead	2,360	17.00	1.2	20.40
Craigs Avenue		3	Drum Brae / Gyle	1,304	17.00	1.2	20.40
Blinkbonny Terrace		6	Corstorphine/Murrayf'd	690	17.00	1.2	20.40
Queensferry Road		5	Inverleith	756	17.00	1.2	20.40
Standingstone Road		1	Almond	743	17.00	1.2	20.40
Ladywell Road		6	Corstorphine/Murrayf'd	1496	17.00	1.2	20.40
Riversdale Road		6	Corstorphine/Murrayf'd	578	17.50	1.2	20.22
Bailie Grove and Place	SGN Work 2016/17 Programme after work complete	17	Portobello/Craigmillar	326	16.50	1.2	19.80
Gordon Terrace		15	Southside/Newington	939	16.50	1.2	19.80
Regent Street		17	Portobello/Craigmillar	830	16.50	1.2	19.80
West Granton Road		4	Forth	718	16.50	1.2	19.80
East Trinity Road Ph4		4	Forth	506	16.50	1.2	19.80
Bangholm Avenue		4	Forth	481	16.50	1.2	19.80
Bailie Terrace Ph2		17	Portobello/Craigmillar	136	16.50	1.2	19.80
Palmerston Road		15	Southside/Newington	856	16.50	1.2	19.80
Magdalene Gardens		17	Portobello/Craigmillar	1,032	16.50	1.2	19.80
Pittville Street		17	Portobello/Craigmillar	823	16.50	1.2	19.80
Wester Broom Avenue		3	Drum Brae/Gyle	579	16.50	1.2	19.80
South Gyle Rd & Wester Broom Drive		3	Drum Brae/Gyle	718	16.50	1.2	19.80
Craigs Road		3	Drum Brae/Gyle	680	16.50	1.2	19.80
Barnton Park Gardens		1	Almond	1,252	16.50	1.2	19.80
Oxgangs Street		8	Colinton/Fairmilehead	621	16.50	1.2	19.80
Broomhouse Court		7	Sighthill/Gorgie	446	16.50	1.2	19.80

Footway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
Bangholm Grove		4	Forth	311	16.50	1.2	19.80
Craigleith Hill Grove		5	Inverleith	463	16.50	1.2	19.80
Craigleith Hill Crescent		5	Inverleith	652	16.50	1.2	19.80
Craigleith Hill Crescent		5	Inverleith	384	16.50	1.2	19.80
Liston Drive & Liston Road		1	Almond	704	16.50	1.2	19.80

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

SEStran's proposal to move from a Model 1 to a Model 3 Regional Transport Partnership

Item number	7.11
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

The Council has been asked to consider a proposal that SEStran should move from a Model 1 to a Model 3 Regional Transport Partnership under the Transport (Scotland) Act 2005 and to identify the functions that the Council may consider for transfer to SEStran.

Such a decision can only be undertaken by Full Council. This report aims to update Transport and Environment Committee on the powers that can be transferred, in line with the Act, to SEStran and the pros and cons of a Model 3 SEStran from the Council's point within the context of the City Region Deal.

Links

Coalition Pledges	P19 , P50
Council Priorities	CP2 , CP6 , CP7 , CP8 , CP11
Single Outcome Agreement	SO1 , SO2

SEStran's proposal to move from a Model 1 to a Model 3 Regional Transport Partnership

1. Recommendations

- 1.1 It is recommended that the Committee notes the content and conclusions of this report and supports that SEStran should continue to develop the proposal for further consideration.

2. Background

- 2.1 At its meeting on Friday 2 December 2016, the SEStran Board agreed to undertake a consultation under Section 10(6) of the Transport (Scotland) Act 2005 (the Act) with regard to SEStran moving from a Model 1 to a Model 3 Regional Transport Partnership.
- 2.2 SEStran wrote to Councillor Burns on 9 December 2016 and asked him consider their request and the functions the City of Edinburgh Council would wish to consider for transfer to SEStran (Appendix 1).
- 2.3 SEStran commissioned research by Transport Research Institute (TRI, Edinburgh Napier University) that summarises the legislative context and the experience in the UK (Appendix 2).

Legislative Context

- 2.4 The 2005 Act set up SEStran (a Regional Transport Partnerships - RTPs) as "Model 1" partnerships with limited powers. However RTPs can propose to Ministers the making of orders to turn RTPs into Model 2 and Model 3 partnerships with the agreement of their constituent local authorities.
- 2.5 As a Model 1 RTP, SEStran's sole statutory duty is to produce a Regional Transport Strategy. A Model 1 RTP could be granted some functions by its constituent local authorities to implement some aspects of the RTS – the functions to be solely exercised by the RTP, or to run concurrently with the same functions carried out by the local authority. However to date neither SEStran nor any other Model 1 RTPs have been granted any additional powers or functions by their constituent local authorities.

What is a Model 3 RTP?

- 2.6 Section 10 of the Act lists the functions that may be taken on by a Model 3 RTP as (see Appendix 2):
- (a) entering into quality partnership schemes;
 - (b) entering into quality contract schemes;
 - (c) entering into ticketing arrangements and ticketing schemes;
 - (d) providing information about bus services;
 - (e) installing bus lanes;
 - (f) providing subsidised bus services;
 - (g) making and implementing road user charging schemes;
 - (h) operating ferry services;
 - (i) managing tolled bridges;
 - (j) operating airports and air services; and
 - (k) entering into public service contracts.
- 2.7 Although the Section 10 focuses on public transport, and road pricing, there are other transport functions (e.g. road maintenance, road safety or parking enforcement) whose transfer to an RTP are not explicitly prohibited.

Existing Model 3 RTPs in Scotland

- 2.8 Currently in Scotland three Model 3 RTPs exist, SPT in much of the former Strathclyde area, SWESTRANS covering the Dumfries and Galloway Council area and ZETTRANS in the Shetland Islands Council area. Clearly in two of these three cases the RTP has only one constituent authority; and in the SPT area, the RTP was preceded by a Passenger Transport Authority and Executive (PTAs/PTEs) covering most of the same area.

Similar models elsewhere in the UK

- 2.9 Historically there were seven PTAs/PTEs (excluding SPT) in the UK. PTAs in England were replaced by Integrated Transport Authorities (ITAs) which are now changing once again into Combined Authorities (CAs). Most ITAs/CAs retain a PTE as an implementation arm, although in some cases the PTE has been absorbed into the CA completely.
- 2.10 ITAs/CAs are responsible for economic development, regeneration and transport (setting out transport policy and public transport expenditure plans) in their regions. Transport functions are then delivered/implemented by PTEs. Some of these include but not limited to:
- Production of a strategy or strategies for the development of regional public transport networks;
 - Plan and fund socially necessary bus routes;

- Work in partnership with private operators to improve bus services through bus priority schemes or quality partnerships;
 - In certain UK areas, run concessionary travel schemes for older, disabled or young people;
 - Planning and implementation of investment in local public transport networks including new bus, rail or active travel stations/hubs;
 - Provide impartial and comprehensive public transport information services or regional integrated ticketing schemes; and
 - Manage and maintain bus interchanges, bus stops and shelters.
- 2.11 London currently has Transport for London (TfL) which was set up under the 1999 Greater London Act which also created the elected body, the Greater London Authority (GLA). GLA is a strategic regional authority, with an elected Mayor, with powers over transport, policing, economic development, and fire and emergency planning. TfL implements the Mayor of London's transport strategy and manages transport services. GLA-TfL model is currently not possible in Scotland as it requires a change in primary legislation.

3. Main report

- 3.1 Research carried out for SEStran by TRI investigated whether there is evidence that existing Model 3 partnerships, and their equivalents in England (formerly known as PTEs), deliver more outcomes, more cost-effectively, than their unitary local authority counterparts which have broadly the same powers over public transport.
- 3.2 The TRI study aimed to test at a high-level all potential impacts/risks such a change on the following issues:
- planning and delivering transport solutions for all modes of transport across the region:
 - economies of scale in delivery;
 - positive pricing and fares integration:
 - positive pricing for certain groups of travellers;
 - improved cross-regional mobility for regional labour, training and employability; and improved community connectivity;
 - provision of transport for people with disabilities and intersectionality across groups; and
 - contribution to the health, employability and welfare reform agendas.

Potential benefits of a RTP Model 3 Authority

- 3.3 The TRI study summarised the different PTA models and their possible impacts on above outcomes (table 1 below).

Table 1 Summary showing different PTA models and their possible impacts on outcomes.

Outcome	Model 3 RTP in Scotland	Combined authority elsewhere in the UK
Planning and delivering transport solutions for all modes of transport across the region	Clear that SPT offers a wider range of transport solutions (e.g. multi-modal ticketing; busway; Subway;) than found in Model 1 RTP areas.	English CAs have delivered consistently more of many types of new schemes and transport solutions than have unitary areas. This is likely due to greater capacity and funding, mainly for historic reasons.
Economies of scale in delivery	Little evidence, data limited.	Little evidence, data limited.
Positive pricing and fares integration	SPT runs Zonocard – pretty much unique in Scotland.	All CAs have run multi-modal multi-operator ticketing for many years; but more expensive than single operator ticketing. Outside CA areas, multi-operator ticketing appearing due to change in competition law. UK’s only quality bus partnership with fares caps is a non-CA area.
Positive pricing for certain groups of travellers	Subject to national concessionary fare.	All CAs run special fares deals for job seekers, not available in non-CA areas (except Nottingham). Subject to national concessionary fare.
Improved cross-regional mobility for regional labour, training and employability; and improved community connectivity	Little evidence that SPT runs more tendered bus services per head than do local authorities in Model 1 RTP areas.	Higher spending per head on tendered bus services in these areas than in unitary authorities. Denser service. Certain services specifically designed to enable access to employment for people on low wages.

Provision of transport for people with disabilities and intersectionality across groups	No evidence to suggest that provision better in these areas than in unitary or Model 1 areas.	More work required to demonstrate that CAs achieve economies of scale and better provision than unitary counterparts.
Contribution to the health, employability and welfare reform agendas	Evidence limited.	Evidence limited. If more services provided in these areas than outside, ceterus paribus then travel should be less of a barrier to health and employability in CA areas.

Cost effectiveness

- 3.4 The TRI study found that there is some evidence that Model 3 partnerships and PTEs deliver more public transport projects and supply a higher level of socially necessary bus service than their unitary authority counterparts. They also deliver more schemes to help people on low incomes to access job opportunities, and multi-modal integrated ticketing. However, the research also indicated that this greater level of delivery is at least in part due to historically higher levels of funding, and greater organisational capacity (more skilled staff), in the existing Model 3 partnerships and PTEs compared to unitary authorities. There is however no guarantee that equally high levels of funding or organisational capacity would exist in any new Model 3 partnership, at least initially. The report also points out that there would be some transitional costs associated with setting up a new Model 3 partnership and transferring staff into it from constituent local authorities.
- 3.5 A Model 3 RTP could have more staff specialised in planning and delivery of public transport schemes and services than a single unitary authority – even a large one such as our own Council. This would give the RTP potentially greater organisational resilience (in the event of further budget cuts) than unitary authorities. In addition, it could “speak with one voice” to national government and therefore be a more effective lobby for additional public transport investment than several local authorities in the same area. Once again, however, it is difficult to find unequivocal evidence of these potential benefits.

Differences between Edinburgh and the rest of the SEStran area

- 3.6 Although a Model 3 RTP, by legislation, could undertake variety transport functions, historically and evidently the existing models in Scotland and elsewhere in the UK have focused on public transport, especially on tendered (supported or subsidised) bus services and ticketing solutions.
- 3.7 There are clear differences between Edinburgh and the rest of the SEStran area when it comes to public transport operations. While tendered bus services in/to Edinburgh make up of minority of bus services in Edinburgh, tendered bus services in/to other SEStran local authority areas make up of a larger proportion of the bus

services. Serving a dense urban area, the main operator, Lothian Buses can sustain fairly frequent commercially viable bus services in Edinburgh. Due to high demand, bus operators operate commercially viable bus services from elsewhere to Edinburgh city centre and other employment centres.

- 3.8 There are few major deficits in public transport accessibility (in terms of population's access to job, education, health and other services) across Edinburgh in comparison to other areas in SEStran. Commercial service within Edinburgh is very extensive both in terms of network and hours of operation, and because it offers low fares, the majority of the outcomes that are listed and discussed above are already delivered to a satisfactory level in Edinburgh by the Council-owned operator. Therefore it is difficult to see how they would be better satisfied by a Model 3 RTP. These outcomes may be more relevant to other authorities in SESTRAN whose commercial bus networks are not as extensive.
- 3.9 Over the years Edinburgh has also delivered extensive and successful bus priority measures (bus lanes and selective vehicle priorities etc.) and therefore the Council has the organisational expertise in delivery and management of such projects in comparison to SEStran and its local authorities.
- 3.10 One of the areas that the Council could benefit from a Model 3 SEStran would be future multi-operator ticketing operations/deals due to SEStran's relatively larger buying/negotiating powers with operators for a larger area and population.
- 3.11 SEStran has successfully secured funding and delivered a real-time bus information (at bus stops) scheme for the region. There are various websites and apps available in the market regarding bus and rail travel information, however, one brand and one source-of-truth, especially if it is combined with ticketing options, would be appreciated from the travellers' point of view.

City Region Deal

- 3.12 Regional governance arrangements are likely to be an important element of the forthcoming City Region Deal and once details of this are known further consideration should be given to the role of a Model 3 SEStran within this context.

Conclusions

- 3.13 From a Council perspective, there is no clear evidence to demonstrate that a Model 3 SEStran would be demonstrably be more effective or efficient in delivering transport outcomes in Edinburgh.
- 3.14 In the context of a City Region Deal, where regional governance structures are likely to be required, a Model 3 SEStran may have a more beneficial role. This will be given further consideration once the deal has been agreed.

4. Measures of success

- 4.1 The Council works closely with SEStran to ensure that Edinburgh benefits from the objectives and the outcomes listed in the SEStran's Regional Transport Strategy, including a high quality 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 Recommendations of this report would not have any financial impact on the Council's spending.

6. Risk, policy, compliance and governance impact

- 6.1 This report does not contain any recommendations that will empower or transfer powers to SEStran.

7. Equalities impact

- 7.1 Recommendations of this report would not result in any impact on the protected characters or the protected rights.
- 7.2 A full impact assessment will be undertaken if any recommendations of a future report include transfer of powers to SEStran.

8. Sustainability impact

- 8.1 Recommendations of this report would not result in any impact on protected characters or equality rights.
- 8.2 A full impact assessment will be undertaken if any recommendations of a future report include transfer of powers to SEStran.

9. Consultation and engagement

- 9.1 SEStran is undertaking a consultation and has asked the Council for its views regarding SEStran moving from a Model 1 to Model 3 RTP and the functions the Council would wish to consider for transfer to SEStran.

10. Background reading/external references

None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times P50 – Meet greenhouse gas targets, including the national target of 42% by 2020
Council Priorities	CP2 – Improved health and wellbeing: reduced inequalities CP6 – A creative, cultural capital CP7 – Access to work and learning CP8 – A vibrant, sustainable local economy CP11 – An accessible connected city
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
Appendices	Appendix 1 - SEStran's letter to Councillor Burns Appendix 2 – TRI, Napier University Research Paper: PTA models of organisation for regional transport governance

Transport and Environment Committee

10.00am Tuesday 21 March 2017

Transport for Edinburgh Update

Item number	7.12
Report number	
Executive/routine	Routine
Wards	All

Executive Summary

Transport for Edinburgh (TfE) has been working on the development of business cases concerning Edinburgh Bus Station and Council Park and Ride Sites. This report outlines how these will be progressed.

Links

Coalition Pledges	P19 and P50
Council Priorities	CP7 , CP8 , CP9 and CP12
Single Outcome Agreement	SO1

Transport for Edinburgh Update

1. Recommendations

- 1.1 To note that TfE has undertaken initial scoping work concerning Edinburgh Bus Station and Park and Ride Sites, and that officers will work with TfE to comprehensively review work to date and assist with the development of Business Cases.
- 1.2 To agree to delegate approval of the final Business Cases to the Executive Director of Place, in consultation with the Convenor and Vice Convenor, as well as group transport spokespeople.

2. Background

- 2.1 At its meeting of 30 August 2016, Committee agreed to request TfE to develop detailed business cases for a number of public transport operations and services currently managed and provided by the Council. The intention of this request was to exploit the potential innovative opportunities an ALEO such as TfE can bring to transform and maximise the commercial potential of these operations.
- 2.2 TfE have been examining the operation of Edinburgh Bus Station, and the Council's Park and Ride Sites. Initial scoping work has now been undertaken.

3. Main report

- 3.1 TfE will comprehensively review the work to date and will develop detailed business cases with support officers across relevant service areas including Transport, Planning, Corporate Property, Finance, Edinburgh Road Services and Human Resources. External partners, such as Lothian Buses, will also have the opportunity to comment as the work progresses.
- 3.2 It is clear from this initial work that the opportunity exists for service improvement, efficiency gains and income maximisation projects. This potential needs to be fully analysed alongside wider financial and HR implications.

4. Measures of success

- 4.1 Delivery of a safe, efficient and cost effective integrated transport operation for the city.

5. Financial impact

- 5.1 There may be financial impacts as a result of this work. This will be articulated in full business cases in due course.

6. Risk, policy, compliance and governance impact

- 6.1 Officers will work closely with TfE to ensure policy alignment and manage risk.

7. Equalities impact

- 7.1 TfE will undertake a full Equalities Impact Assessment as part of developing Business Plans.

8. Sustainability impact

- 8.1 TfE will undertake a Sustainability Impact Assessment as part of developing Business Plans.

9. Consultation and engagement

- 9.1 TfE will engage with Council Officers and consult key stakeholders as part of developing Business Plans.

10. Background reading/external references

- 10.1 None

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times P50 – Meet greenhouse gas targets, including the national target of 42% by 2020
Council Priorities	CP7 – Access to work and learning CP8 – A vibrant, sustainable local economy CP9 – An attractive city CP12 – A built environment to match our ambition
Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all
Appendices	None

Transport and Environment Committee

10am, Tuesday, 21 March 2017

Safety First - close the bridge! - referral from the Petitions Committee

Item number	7.13
Report number	
Wards	All

Executive summary

The Petitions Committee on 23 January 2017 considered a report by the Chief Executive outlining the petition 'Safety First - close the bridge!'. The Committee agreed to refer the petition to the Transport and Environment Committee for consideration with a recommendation that members visit the area to observe the issues raised.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendix	Appendix 1 – Petitions for Consideration Overview Report

Safety First Close the Bridge!

Terms of referral

- 1.1 On 23 January 2017 the Petitions Committee considered a report outlining the petition 'Safety First - close the bridge!'.
- 1.2 The Petitions Committee agreed:
 - 1.2.1 To refer the petition to the Transport and Environment Committee for consideration with a recommendation that members visit the area to observe the issues raised.
 - 1.2.2 To ask that additional information, including the unintended consequences of changes to the existing traffic management arrangements around Viewforth Bridge, be submitted to the Transport and Environment Committee.

For Decision/Action

- 2.1. The Transport and Environment Committee is asked to:
 - 2.1.1 consider visiting the area to observe the issues raised by the petition.
 - 2.1.2 Consider the content of the petition 'Safety First - close the bridge!' included within the attached report by the Chief Executive and the additional information concerning traffic management arrangements around Viewforth Bridge.

Background reading / external references

The Petitions Committee 23 January 2017.

Laurence Rockey

Head of Strategy and Insight

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Petitions Committee

2.00pm, Monday 23 January 2017

Petitions for Consideration: Overview Report

Item number	6.1
Report number	
Wards	Fountainbridge/Craiglockhart

Links

Coalition pledges	
Council outcomes	CO23 & CO26
Single Outcome Agreement	

Andrew Kerr

Chief Executive

Contact: Stuart McLean, Committee Clerk

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Executive Summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider two petitions at this meeting.

Valid petitions -

Safety First - close the bridge!

A valid petition entitled 'Safety First - close the bridge!' has been received. The petition received 251 signatures.

Turn up street lights

A valid petition entitled 'Safety First - close the bridge!' has been received. The petition received 76 signatures.

Recommendations

The Committee is asked to consider the petitions:

- 1.1 Safety First - close the bridge! as set out in 6.1(a) of Appendix one.
- 1.2 Turn up street lights! as set out in 6.1(b) of Appendix one.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

There are no financial impacts arising from the consideration of the petition.

Equalities impact

There are no equalities impacts arising from the consideration of the petition.

Sustainability impact

There are no sustainability impacts arising from the consideration of the petition.

Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

Background reading / external references

[Petitions webpages](#)

[Council Webcasting](#)

Links

Coalition pledges

Council outcomes CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date made available for signatures	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
6.1(a)	06/01/2017	<p><u>Safety First - close the bridge!</u></p> <p>In August 2017, the new Boroughmuir High School will be fully opened. Since it was commissioned and planning consent granted, it has become increasingly apparent that the travel to school arrangements, with almost all students funnelling down the bottom part of Viewforth means that the stretch of street leading up to the bridge creates a real pinch point while through traffic continues to be allowed access to the bridge. Over the last two years, a number of factors have changed: the rising roll at the school, coupled with the need for an overspill annex at Darroch; the experience of the bridge being closed for works; and rising concern among residents at St Peter's Place about the combination of through traffic and increased footfall. Furthermore, since the school plans were approved there is new housing in Horne Terrace and the masterplan for the canalside to the east of Viewforth has been approved, including some 400 or so new dwellings.</p> <p>In light of those changes this petition calls for a rethink of the role of Viewforth Bridge, with a view to it being closed to vehicular traffic, allowing access only to pedestrians, mobility devices and bicycles. Therefore we call for an assessment of the impact of that change to be prepared and submitted to the council, taking account of the impact on adjacent and parallel streets, on improved resident amenity and on school student safety; and on access to the school.</p>	Fountainbridge /Craiglockhart	251 signatures

Item Number	Date made available for signatures	Petitions Title and Petitions Statement	Wards affected	Total Number of Signatories
6.2(b)	14 October 2016	<p>Turn up street lights</p> <p>The streets named below are dangerously dark we would ask the council to turn the street lights up. Watson Crescent; Fowler Terrace; Bryson Road; Dundee Terrace Ritchie Place.</p>	Fountainbridge / Craiglockhart	76

Transport & Environment Committee

10.00am, Tuesday, 21 March 2017

Request to close Viewforth at the south side of the Union Canal Bridge

Item number	7.13.1
Report number	
Executive/routine	
Wards	9 – Fountainbridge/Craiglockhart

Summary

In April 2014 the City of Edinburgh Council approved the provision of a new secondary school on the corner of Viewforth and Dundee Street. In 2016, during the construction, the Council was contacted by residents and the Parent Council raising concerns about the number of pupils walking to the school and the potential conflict with vehicles. This report is to provide background to this and makes recommendations.

Links

Coalition pledges	P33
Council outcomes	CP4, CP11
Single Outcome Agreement	SO4

Request to close Viewforth at the south side of the Union Canal Bridge

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee visit the site to observe the issues that have been raised.

2. Background

- 2.1 In 2014 the Council approved plans to move Boroughmuir High School from the existing site to the corner of Viewforth and Dundee Street. This formed part of the former Scottish and Newcastle Brewery site within the Fountainbridge area of the city. The site covers approximately two hectares and is bounded by the Union Canal (a schedule ancient monument) to the south; Fountainbridge and Dundee Street to the north; Napier University student accommodation to the west on Gibson Terrace, a residential tenement street lies beyond this site; Viewforth and the remaining part of the larger former brewery site to the east. The site lies immediately south and west of the city's business district – Exchange area, Haymarket and Tollcross. The site is approximately 500 metres from the existing school.
- 2.2 The development is broadly consistent with the development plan and the Fountainbridge brief. The scale and the design was considered to be acceptable and the amenity would be safeguarded. There were no implications for road or pedestrian safety identified during the approval process.
- 2.3 The application was advertised on 10 January 2014. There were 11 letters of representation received, of which eight were in support of the application, one objection and two offered general comments. The following material points were raised:
- Principle of the development;
 - Road & Pedestrian safety; and
 - Amenity.

- 2.4 Merchiston Community Council, as a statutory consultee, raised the following points
- Roads & Pedestrian safety;
 - Park design; and
 - Maintenance and Cleansing.
- 2.5 The development included road improvements on Dundee Street, Viewforth Bridge and Gilmore Place. Due to the school catchment area being located largely to the south of the site it was acknowledged that there will be a significant increase in pedestrian flow from that direction. To accommodate the flow, the footways on the bridge will be widened to three metres and the traffic reduced to a single lane that will be signalised. This arrangement has been assessed from a road safety perspective and will be able to accommodate the pedestrian flow without unduly impacting upon traffic movement.
- 2.6 The linkages across the site have been designed for cyclists as well as pedestrians. A direct route from Dundee Street to the canal will be provided along the western boundary and a ramped access from Viewforth, just north of the school entrance. The area at the bottom of the steps which will link to Viewforth will be pedestrianised. There will be sufficient circulation space for people to be waiting in this location and access to the canal to be maintained. The footpaths in front of the school, both on Dundee Street and Viewforth are over four metres wide, which will safely accommodate pedestrian movement.

3. Main report

- 3.1 Residents and the Parent Council raised a petition with over 220 signatures. This was discussed at the Petitions Committee on the [23 January 2017](#) and was agreed to refer this to the Transport and Environment Committee with a recommendation that the Committee members visit the site to observe the issues raised.
- 3.2 The issues raised as part of the petition are:
- 3.2.1 Safety of school pupils travelling to and from the new Boroughmuir High School due to moving vehicles.
 - 3.2.2 Pollution of stationary vehicles during rush hour.
 - 3.2.3 Noise pollution to the school from moving and stationary traffic.
 - 3.2.4 New housing developments on Horne Terrace increasing traffic movements.
 - 3.2.5 New mixed use development on the east side of Viewforth increasing traffic movements.
 - 3.2.6 The closure of Viewforth would improve access to the canal towpath.
 - 3.2.7 The closure of Viewforth would preserve the fabric of the bridge over the Union Canal.
- 3.3 The new Boroughmuir School will be accommodating nearly 1,300 pupils with the majority coming from a southerly direction.

- 3.4 The pupils traversing from a south direction will need to cross a number of junctions prior to the location of the requested road closure, namely Bruntsfield Place, Montpelier, Hartington Gardens, Hartington Place, Viewforth Terrace, Westhall Gardens, Viewforth Square, Gilmore Place and Horne Terrace.
- 3.5 Concern has been raised by residents and the Parent Council regarding the safety of the pupils between the junction of Gilmore Place and the main entrance to the school. They have requested that the road be closed to the south side of the bridge over the Union Canal to stop traffic travelling to Dundee Street/Fountainbridge area.
- 3.6 A monitoring exercise requires to be carried out on completion of the approved works to identify if there are any safety issues regarding the movement of pedestrians and any conflicts with vehicles prior to the school opening.
- 3.7 If any conflicts are monitored the Transport section will arrange for traffic modelling to be carried out to establish the effect of closing Viewforth on the surrounding network. This will be gathered by an external consultant carrying out a traffic modelling exercise on an agreed area as the Council does not have the expertise to carry out this work.
- 3.8 The Transport section will carry out further traffic counts once the school has opened so the data can be compared with previous data collected.
- 3.9 Councils School Travel co-ordinators will be working with the school on their school travel plan.
- 3.10 The Planning and Transport section will aim to improve the walking and cycling environment in the area through new projects and maintenance.
- 3.11 Any closure may increase congestion, pollution and safety concerns at other locations due to the displaced traffic.
- 3.12 There are two new developments in the process of being built on Horne Terrace which will increase the volume of vehicle and pedestrian movements in the area. The closure of Viewforth on the south side of the Union Canal bridge will increase the traffic movements in a south direction as there will not be an option to turn north.
- 3.13 As part of the proposed development on the east side of Viewforth access to the canal towpath will be improved. In addition, a raised table will be constructed to improve pedestrian movements across the carriageway.

4. Measures of success

- 4.1 It is considered that it will take the contractor until April 2017 to complete all the works associated with the new school development. On completion, the Council will be able to carry out monitoring exercises to identify if there are any issues between pedestrian and vehicle movements.

- 4.2 If there are issues raised then a traffic modelling will be carried out which will provide the information on the impact the closure would have on the surrounding network.
- 4.3 This information can then be used to carry out improvements which may include the closure of the carriageway at a location on Viewforth.

5. Financial impact

- 5.1 The financial impact will be between £10,000 and £20,000 depending on the area to be incorporated in the traffic modelling.
- 5.2 Officers time commissioning the traffic modelling exercise and monitoring the area.
- 5.3 If required, the promotion of the Traffic Regulation Order to close the road and related signage.
- 5.4 The cost of any other improvements identified.

6. Risk, policy, compliance and governance impact

- 6.1 Failure to undertake the monitoring exercise as described in 3.6 of the main report above, could present a risk of potential pedestrian/vehicle conflict being unidentified.
- 6.2 Risk that the closure of Viewforth will have a significant safety impact on the surrounding area as a result of increased congestion due to the displacement of vehicles if the Traffic Regulation Order was promoted to close the carriageway to through traffic.
- 6.3 Risk of vehicles carrying out turning manoeuvres at the closure ends which may conflict with pedestrians if the Traffic Regulation Order was promoted to close the carriageway to through traffic.

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

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 The local Councillors received correspondence from a resident regarding concerns with pedestrian safety and congestion due to the new Boroughmuir High School site. Subsequently two meetings were held and correspondence exchanged discussing the matter.

9.2 The Parent Council raised a petition and this was discussed at the Petitions Committee on the 23 January 2017 and referred to the Transport and Environment Committee.

10. Background reading/external references

None

Paul Lawrence

Executive Director of Place

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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 – Plan of Viewforth area.

Transport and Environment

10.00am, Tuesday, 21 March 2017

Cultivating Communities: A Growing Success 2017 - 2027

Item number	8.1
Report number	
Executive/routine	
Wards All	All

Executive Summary

The new allotment strategy for Edinburgh 'Cultivating Communities: A Growing Success' 2017 - 2027 has been developed in line with the requirements of legislation contained within the Community Empowerment (Scotland) Act 2015.

The report sets out how the allotment strategy has been developed and seeks members' approval for implementation.

Links

Coalition Pledges	P43
Council Priorities	CP2
Single Outcome Agreement	SO2, SO4

Cultivating Communities - A Growing Success 2017-2027

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the consultation on a new allotment strategy.
 - 1.1.2 approves the allotment strategy Cultivating Communities - A Growing Success 2017 - 2027.

2. Background

- 2.1 The first allotment strategy for the City of Edinburgh, 'Cultivating Communities' was produced in 2002 and was the first of its kind in Scotland. Over the lifespan of the strategy the Council committed £306,174 towards the improvement of allotment sites with water supplies upgraded, path networks and security fencing improved and composting facilities, notices boards and toilets installed.
- 2.2 In 2006 the Council opened a new allotment on vacant ground near Bridgend Farm. 54 allotment plots were added to the Council's allotment estate and a further four plots set aside for use by the Bridgend Allotments Community Health Inclusion Project.
- 2.3 A second allotment strategy 'Cultivating Communities - A Growing Challenge' was approved by Council in 2010. The strategy developed the seven objectives identified in the 'Allotments in Scotland - Guidance Notes for Scottish Councils' (Cosla 2007) and focused on:
 - 2.3.1 ensuring adequate provision of allotments;
 - 2.3.2 encouraging other forms of gardening;
 - 2.3.3 providing high quality allotments;
 - 2.3.4 ensuring good administration;
 - 2.3.5 ensuring environmentally sustainable allotments;
 - 2.3.6 developing and sustaining partnership working; and
 - 2.3.7 securing resources.

- 2.4 The objectives of the strategy were delivered through a five-year Allotment Strategy Implementation Plan monitored and reviewed annually by the Council's Allotment Strategy Steering Group.
- 2.5 Key successes from the second strategy include the development of ten new allotment sites and a 35 plot extension to Stenhouse Allotments. Allotment provision has increased over the period of the strategy by 19% and has resulted in the number of Council operated allotment plots now standing at 1,488. The city's allotment plot number is now comparable with the provision in the 1960s, which was 1,150 permanent allotment plots and 357 temporary allotment plots.
- 2.6 The Community Empowerment (Scotland) Bill received Royal Assent and became an Act on 24 July 2015. Part 9 of the act updates and simplifies all legislation on allotments and puts a requirement on local authorities to take reasonable steps to provide allotments and to protect existing allotments. The act requires fair rents to be set and permits tenants to sell surplus produce - other than with a view to making a profit. There is also a requirement for local authorities to develop a food growing strategy for their area and to identify land that may be used as allotments or for cultivation by community groups.
- 2.7 Secondary legislation on allotment provision is being considered and further national consultation is currently being undertaken by the Scottish Government in connection with:
 - 2.7.1 compensation payable by tenants to landlords for the deterioration of allotment plots;
 - 2.7.2 compensation payable by landlords to allotment plot tenants for disturbance; and
 - 2.7.3 compensation payable for loss of crops when an allotment plot is resumed by a local authority.
- 2.8 Allotment guidance notes are also being developed by the Scottish Government on waiting lists, disposal of sites, lease preparation, managed versus non-managed sites, dispute resolution and asset transfer.
- 2.9 Table 1 summarises the results of an allotment plot holder survey conducted in Edinburgh in autumn 2015 and compares results with a similar 2007 survey. Findings demonstrate a significant improvement in customer satisfaction with the service.

Service area	2015		2007	
	Responses	%age Satisfaction	Responses	%age Satisfaction
Condition of plots	479	94%	417	65%
Main paths	472	93%	522	82%
Water supply	493	96%	587	92%
Fencing	453	90%	533	83%
Signage	352	84%	401	63%
Pest control	281	71%	-	-
Rubbish collection	308	67%	415	77%

Table 1: Allotment Survey Results

3. Main report

- 3.1 The overarching objective of the third allotment strategy 'Cultivating Communities - A Growing Success' is to establish a 10 year strategic framework for allotment development in Edinburgh that supports the requirements placed upon the Council by part 9 of the Community Empowerment (Scotland) Act 2015.
- 3.2 Four key objectives are defined within the strategy:
- 3.2.1 ensure adequate provision of allotments;
 - 3.2.2 develop a robust management system for allotments;
 - 3.2.3 improve the allotment customer experience; and
 - 3.2.4 adoption of revised allotment regulations.
- 3.3 Each objective is expanded by a series of linked actions that have an associated responsibility lead and estimated timescales. Details of which are summarised within section four of the strategy document.
- 3.4 As with previous allotment strategies, implementation will be monitored and reviewed annually by the Allotment Strategy Steering Group.
- 3.5 A public consultation exercise on the draft allotment strategy ran from 5 September 2016 to 18 October 2016 with a total of 366 responses received from the public and allotment interest groups. Details of the consultation are

outlined within Appendix 2 and an analysis of the comments received is summarised in Appendix 3, along with a response to each comment.

3.6 Consultation feedback was supportive of the strategic objectives. Table 2 summarises the results, with 98% of respondents agreeing that objective 1 'ensuring the adequate provision of allotments' is core to the strategy. There was a similar high level of agreement with objectives 2 and 3 'improving management and improving customer experience' with 92% and 83%, respectively. Objective 4 'adoption of revised allotment regulations', whilst the least popular, had 77% of respondents in agreement. Objective 4 is a requirement of the Community Empowerment Act and this has been highlighted further within the strategy.

Strategy Objective	Agree No.	Disagree No.	No response No.	Agree	Disagree	No Response
1	359	5	2	98%	1%	1%
2	337	20	9	92%	5%	3%
3	304	53	8	83%	15%	2%
4	281	42	43	77%	11%	12%

Table 2: Allotment Strategy Consultation Results

3.7 An analysis of consultation comments show the top five issues raised to be:-

3.7.1 Raise allotment cultivation standards and reduce vacant plot turnover times (46 respondents).

3.7.2 More information and an opportunity to comment on new regulations (46 respondents).

3.7.3 Pleased with the allotment strategy document and the current allotment service (42 respondents).

3.7.4 More sites needed to reduce the allotment waiting list (33 respondents).

3.7.5 Training/mentoring programme on allotments would be useful (30 respondents).

3.8 The following highlights some of the comments received during the consultation:

3.8.1 Objective 1: Ensure adequate provision of allotments:

- Allotments are excellent ways to promote social cohesion as well as learning new skills.
- Allotments help people who have experienced trauma or mental health difficulties.
- More available green spaces should be used for allotments but not at the sake of parks/sports grounds.
- Sites should be evenly distributed around the city.
- It would be wonderful to see some sites in the centre of town.
- Allotments should be allocated to those who do not have access to a garden.
- To begin with new plot holders should be allocated small plots.

3.8.2 Objective 2: Develop a robust management system for allotments

- Overall respondents were positive about the development of a robust management system but some felt that allotments needed to be managed by the Council and not by local allotment committees. A number raised concerns about plots not being used or maintained properly and felt that this could be improved with more staff to manage allotments.

3.8.3 Objective 3: Improve the customer experience

- At least 42 commented that they are pleased with the revised strategy and happy with the current allotment arrangements.
- There were many positive comments about the Council's Allotment Officer's customer service although for those on the allotment waiting list the information on their position needs to be improved.
- Training and mentoring was welcomed by many with at least 30 comments mentioning that training and mentoring for new plot holders would be a good idea.

3.8.4 Objective 4: Adoption of revised allotment regulations

- Approximately 46 comments expressed an interest in the regulations and on seeing the 'old' allotment regulations and many felt they were unable to comment without seeing them first.

- 3.9 In response to the consultation exercise the core objectives will remain unchanged. However, actions taken as a result of the consultation feedback are detailed within Appendix 3. Key changes made to the draft strategy include:
- 3.9.1 Technical changes to section 1.1 Legislation & Policy;
 - 3.9.2 A copy of the current 1921 allotment regulations added as an appendix to the strategy document and a copy published on the Council web-site; and
 - 3.9.3 The introduction to objective 4 'adoption of revised allotment regulations' has been amended to highlight further the requirement of the Community Empowerment Act.

4. Measures of success

- 4.1 The allotment strategy implementation plan lists 28 key actions and the delivery of the actions will be used to measure and monitor the success of the strategy.
- 4.2 The allotment strategy will be monitored and supported by the Allotment Strategy Steering Group which will meet twice yearly during the period of the strategy to review progress.

5. Financial impact

- 5.1 The cost of supporting the implementation of the strategy is contained within the Parks, Greenspace and Cemeteries revenue budget.
- 5.2 Core to the strategy is the identification of potential land to support the development of further allotments and to promote, advise and help community bodies who take ownership and/or control of land and buildings in accordance within the provisions of the Community Empowerment (Scotland) Act.

6. Risk, policy, compliance and governance impact

- 6.1 The report is not expected to impact on risk, compliance or governance for the Council.

7. Equalities impact

- 7.1 The positive contribution made by allotment growing spaces towards health improvement and social inclusion is now well understood.

- 7.2 Allotments are an important part of the city's greenspace resource and available to all.
- 7.3 New allotments are designed and developed to support all groups and existing allotments modified when required.
- 7.4 Discounted allotment plot rentals are available to the students, elderly and unemployed.

8. Sustainability impact

- 8.1 The impact in relation to the three elements of Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- 8.2 The allotment strategy supports:
 - 8.2.1 The provision of local grown food to reduce community reliance on imported produce;
 - 8.2.2 The adoption of sustainable crop growing practises including organic gardening, composting & water recycling;
 - 8.2.3 Healthy communities and a healthy outdoor lifestyle; and
 - 8.2.4 Provision of habitats for wildlife.

9. Consultation and engagement

- 9.1 A draft allotment strategy was distributed for consultation with elected members, neighbourhood teams and stakeholders groups in July 2016.
- 9.2 From 5 September - 18 October 2016 a public consultation, including a customer survey, on the strategy was undertaken. The document was advertised through local associations, on allotment site notice boards and circulated to allotment holders and allotment waiting list customers. Feedback received has been reviewed and incorporated into the new strategy.
- 9.3 The Allotment Strategy Steering Group has supported the Council in the development of the strategy. The group is composed of representatives from the City of Edinburgh Council, the Federation of Edinburgh and District Allotments and Gardens Associations and the Scottish Allotments and Gardens Society.

10. Background reading/external references

- 10.1 Cultivating Communities: A Growing Challenge 2010 -2015
http://www.edinburgh.gov.uk/info/20122/allotments/265/allotments_in_edinburgh
- 10.2 Community Empowerment (Scotland) Act 2015
<http://www.gov.scot/Topics/People/engage/CommEmpowerBill>

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11. Links

Coalition Pledges	P43 - Invest in healthy living and fitness advice for those most in need.
Council Priorities	CP2 - Improved health and wellbeing: reduced inequalities
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Cultivating Communities: A Growing Success Appendix 2 - Summary of Allotment Strategy Public Consultation Appendix 3 - Summary of Allotment Strategy Public Consultation Comments

Cultivating Communities - A Growing Success

The 3rd Allotments Strategy for the City of Edinburgh 2017 – 2027



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1. Introduction

Allotment gardening provides the opportunity for a year-round healthy lifestyle which is active, socially inclusive and which reflects the ideals of sustainability and well-being. Unlike other leisure activities it provides not only exercise, mental relaxation and lifelong learning opportunities, but a place to make and meet friends along with gathering the harvest of fresh fruit and vegetables. Allotments have a significant role to play in the protection and promotion of biodiversity and provide the opportunity to spend time out-of-doors enjoying nature.

Interest in gardening and allotments has risen dramatically over the last decade as more people appreciate the social, environmental and health benefits to be gained from the cultivation of an allotment plot. Many factors have contributed to the idea of growing, cooking and eating your own produce, from concerns regarding health and nutrition, to raised awareness of climate change and the rise in “lifestyle” television programmes. In 1998 the waiting list for an allotment in Edinburgh was 417 for 1,065 plots, now, in 2016, it stands at 2,510 for just 1,488 Council operated plots.

The City of Edinburgh Council produced its first allotment strategy “Cultivating Communities” in 2002. This was followed by “Cultivating Communities – A Growing Challenge” in 2009. This strategy, “Cultivating Communities - A Growing Success” continues the themes of its predecessors and aims to provide a strategic approach to the planning and management of allotments for the next 10 years.

“Cultivating Communities” was considered a great success. It was instrumental in improving the quality of allotments across the city between 2002 and 2009 and influential in the development of support for allotments throughout the city and at government level. Its successor, “A Growing Challenge” was similarly successful in giving even more people the opportunity to grow their own food by increasing the number of allotments in Edinburgh and by promoting other food growing initiatives. It focussed on a strategic approach to accommodate the unprecedented demand for allotments and aimed to ensure that the benefits of allotment gardening were properly recognised and available to all. In addition, an Implementation Plan was developed to support the strategy and to guide the work of the Council’s Allotment Service.

This strategy and the Implementation Plan within it has been written in consultation with Edinburgh’s Allotment Strategy Steering Group, which includes representatives of the Federation of Edinburgh and District Allotments and Garden Associations (FEDAGA) and Scottish Allotments and Gardens Society (SAGS), allotment holders, and the city’s Parks, Greenspace and Cemeteries Service.

The strategy will be reviewed on an ongoing basis and a detailed review carried out after five years. The Allotment Strategy Steering Group will actively monitor progress of the Implementation Plan ensuring, where possible, that key milestones are attained.

1.1 Legislation & Policy

1.1.1 Community Empowerment (Scotland) Act 2015

The Community Empowerment (Scotland) Act came into force on 17 June 2015 and section 9 of the act looks to simplify the law regarding allotments. Local authorities now have to manage waiting lists for allotments and take reasonable steps to address high levels of demand. Councils also have to seek permission from Scottish Ministers before they sell off land used for allotments or use it for something else. Finally, local authorities have to report on their allotment provision every year and have to enforce active regulations relating to allotment plot holders.

The provisions of the 2015 Act relating to allotments seek to:

- Increase the number of allotments
- Increase the amount of land made available to communities to grow their own food
- Make it easier for communities to take over land for allotments and other “Grow Your Own” purposes
- Update and simplify existing allotments legislation

The main areas of new policy include:

- The formal definition of an allotment
- A duty on local authorities to hold and maintain allotment waiting lists
- A duty on local authorities to provide allotments and to keep waiting lists below a set target
- A duty for local authorities to publish an annual report and produce a food growing strategy
- A duty for local authorities to produce new allotment regulations
- Protection of allotment sites from closure
- Allowing the sale of surplus produce

The Act places a duty on local authorities to provide allotment sites. These allotments will be provided principally to people on the allotments waiting list. Allotment provision is demand led and the waiting list will record all those who want to let an allotment plot. The Act replaces the provisions within the Allotments (Scotland) Acts 1892, 1922 and 1950, which are repealed in their entirety.

In Edinburgh, Allotment Regulations were initially verified by the Secretary of State for Scotland in 1913, and amended in 1924. They govern a number of aspects of the City of Edinburgh Council’s allotment provision, including the fixing of rents and have not been amended since 1924. Revised regulations have now been produced by the Council, however further development has been delayed pending consultation and the final enactment of secondary legislation to be contained within Part 9 of the Community Empowerment (Scotland) Act.

1.1.2 Policy Context

Allotment provision is influenced by a number of national and local policies. Scottish Planning Policy (2014) introduces a presumption in favour of development that contributes to sustainable development. Guiding principles of this relevant to greenspace include improving health and wellbeing by offering opportunities for social interaction and physical activity, including sport and recreation.

Paragraph 227 states that “Local development plans should safeguard existing and potential allotment sites to ensure that local authorities meet their statutory duty to provide allotments where there is a proven demand. Plans should also encourage opportunities for a range of growing spaces”.

Several sites allocated for housing led development in the Local Development Plan include opportunities to provide allotments (e.g. Newmills Road, Balerno, Leith Links Seaward Extension, Brunstane, Curriemuirend and Mordunvale). Residential expansion of Newcraighall village includes provision for 16 full size allotments to be managed by the Council.

In order for allotments created through private-sector development to be adopted by the Council, all boundary treatments, signage, storage, paths, water supply and other required facilities for plot-holders must be fully implemented and defect free at handover. At the pre-application stage, the suitability of soils on-site should be evaluated and protected during construction works.

Comprehensive advice can be found in Scotland’s Allotment Design Guide produced by Scottish Allotment Gardens. Design of external spaces is covered by Policy Des 8 Public Realm and Landscape Design in the Local Development Plan.

The Central Scotland Green Network was launched in May 2010 and the City of Edinburgh Council signed a declaration in 2012 committing to deliver its objectives. It aims to co-ordinate the efforts of a number of bodies, including local authorities, community organisations and land owners in order to create and support a network of quality green spaces for recreation, including cycling and walking networks, public woodland areas, parks and also growing spaces for local food production such as allotments and community gardens.

The Council is a lead partner in Edible Edinburgh, a group of organisations, charities, businesses and individuals working together to promote sustainable food in the city. Allotment gardening supports the Edible Edinburgh Plan by making land available for food production and through strengthening communal activities around food.

1.1.3 Edinburgh Open Space Strategy

The nationally consistent approach to planning for future open space needs and protecting and improving existing open space is through an Open Space Audit & Strategy. Edinburgh’s first Open Space Strategy (2010) ensured that a co-ordinated approach was taken to protecting and developing the city’s network of open space and was accompanied by 12 action plans, one for each Neighbourhood Partnership area, setting out site-specific proposals for change in open spaces.

The Open Space Strategy supports the expansion of the city’s allotment supply. It also recognises that secure allotments may restrict access for other open space needs. Therefore potential allotment sites should always be considered against the Strategy’s standards for access to local and large green spaces.

The revised Open Space Strategy (2016) will encourage masterplans for future development to include provision for allotments and community growing as part of placemaking. This statutory document includes reference to allotments, the Allotment Strategy, and the Council’s obligations to support food growing under the provisions of the Community Empowerment (Scotland) Act.

1.1.4 Sustainable Cities Index

The Sustainable Cities Index ranks cities on 20 indicators in five key areas: the economy, business, risk, infrastructure and finance. It also breaks the results down into three sub-indices; social, environmental and economic which combine to provide a ranking of each city's overall sustainability. Allotment gardening contributes to the ranking process through delivering beneficial effects on many of the assessment indices, including the percentage greenspace area, life expectancy, obesity rates and greenhouse gas emissions.

1.1.5 Lets Make Scotland More Active

Lets Make Scotland More Active is the Scottish Government's over-arching policy objective to make Scots active for life. The Scottish Government has made physical activity a national indicator to reflect its importance. Physical inactivity contributes to nearly 2,500 deaths in Scotland and costs the NHS around £91 million per year. An annual investment of £3 million is aimed at increasing physical activity. Allotment gardening supports the policy by allowing citizens the opportunity to participate in a physically demanding social leisure activity.

1.1.6 National Food and Drink Policy for Scotland

The aim of Scotland's Food and Drink policy is to promote Scotland's sustainable economic growth by ensuring that the Scottish Government's focus in relation to food and drink, and in particular its work with Scotland's food and drink industry, addresses quality, health and wellbeing, and environmental sustainability, recognising the need for access and affordability at the same time. An allotment garden can supply a family with much of their fresh fruit and vegetable needs in an organic and sustainable way.

1.1.7 Health Inequalities

Reducing inequalities in health is critical to achieving the Scottish Government's aim of making Scotland a better, healthier place for everyone, no matter where they live. Health inequalities can be a matter of personal lifestyles such as lack of physical activity. Allotment gardening is a low cost activity that encourages physical exertion and the production of healthy produce for consumption.

1.1.8 Sustainable Development

Sustainable Edinburgh 2020 (SE2020) is the Council's Framework for the sustainable development of the city until 2020. Its vision is that "Edinburgh in 2020 will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting." The Framework is based on the ten Aalborg Commitments. Allotment gardening supports sustainable food at a low carbon cost.

1.1.9 The Edinburgh Local Biodiversity Action Plan 2016 -2018

The Edinburgh Local Biodiversity Action Plan 2016-2018 outlines a partnership approach to biodiversity across the city. It includes gardening, allotments and food growing, as reflected in the "Action Plan for Green Networks":

Action Number	Site type	Action/Activity	Timescale
G20	Gardening allotments and food growing	Identify sites or projects for the creation of new allotments	Ongoing
G21	Gardening allotments and food growing	Identify and create community gardens in areas of deprivation	Ongoing
G22	Gardening allotments and food growing	Increase the number of people growing their own food and/or the number of food growing areas, targeting areas of deprivation	2018
G23	Gardening allotments and food growing	Increase the number of allotment sites/plots in the city and encourage the lease of appropriate sites to engaged communities e.g. Pilton Gardeners, Duddingston Field	2018
G24	Gardening allotments and food growing	Increase the number of people growing their own food in Saughton Park through working with RCHS and SRUC who will provide learning and teaching resources and courses	Annual

1.2 The Value of Allotments and Gardening

Allotments provide many benefits for plot holders and their families, but also to the local environment and community. In terms of individual and social wellbeing they offer physically active outdoor exercise, mental refreshment and stimulus, as well as the production of good value nutritional fruit and vegetables. Less obvious are the wider benefits. Allotments form part of the open space resource of the city, and can be a focus for education and public enlightenment, neighbourliness and social solidarity. Allotment sites also encourage interaction with nature and make a significant contribution to biodiversity and sustainability.

Allotments and gardening contribute to all of the five Strategic Objectives established by the Scottish Government in the Local Government in Scotland Act 2003, which gives a local authority the power to do anything which it considers is *“likely to promote or improve the well-being of its area and the persons within that area”*.

1.2.1 Wealthier & Fairer

Allotments are available to all and are particularly attractive for those who do not have their own garden space. Edinburgh offers allotments on a first come basis and rental discounts are available to those citizens who are unemployed, students or who are over state retirement age.

1.2.2 Healthier

Gardening is an excellent way to keep physically fit and is an important activity for mental wellbeing. Current recommendations are that adults should participate in 30 minutes of moderate physical activity at least five days a week. Evidence suggests that physical access to nature helps people recover from illness, reduces stress levels and lowers blood pressure.

While the demographic of allotments will undoubtedly change, allotment gardening continues to attract older people. This is a section of society for whom it is key that they take part in physical activity on a regular basis, and the exercise that allotment gardening provides can help keep older people active for longer. This reduces the chances that they will need to be cared for long term by local authorities and other public agencies. Children also benefit from becoming involved in gardening and food production through gardening, and allotments can provide a safe and welcoming space where parents and children spend time together, supporting family learning and intergenerational good practice.

1.2.3 Greener

Allotments contribute significantly to the biodiversity of the urban environment, providing food and shelter to many plant and animal species, as well as functioning as an important link in the green space network. In Edinburgh most allotment holders follow organic growing principles and compost their green waste. New allotment sites developed within the last five years are fully organic and include those at Albert Street, Dumbryden, Baronscourt, Kirkliston, India Place, Inchkeith, Hawkhill & Nisbet, Northfield Drive, Drumbrae and Victoria Park.

Allotment gardening develops and demonstrates practices that will mitigate the adverse effects of climate change, including personal behavioural change. They help promote composting, and can be managed in ways that demonstrate sustainable practices like rainwater collection. They also promote local food production, so that “food miles” (transport costs and carbon emissions) are reduced, thus contributing towards the commitments made by the City of Edinburgh Council, under Scotland's Climate Change Declaration, towards emissions reduction targets set out in the Climate Change (Scotland) Act 2009.

1.2.4 Safer & Stronger

Allotments are often at the heart of the community and allotment/gardening associations are important contributors to local advocacy and democracy. Volunteering is a central element of allotment management and for many people a starting point for a lifetime of social interaction and active citizenship.

Allotments provide an interactive community of people. While this benefits everyone on a site, it can also be particularly important for individuals who might otherwise be isolated, such as older people, the unemployed, or those with health issues. Several Edinburgh allotments have links with environmental and care charities, schools and other bodies, further increasing interaction opportunities.

This is equally applicable in new residential areas around the city, where modern housing and flats often have smaller gardens than in the past. As a meeting place, allotments and community growing spaces can help new residents forge bonds with their neighbours and the wider community.

1.2.5 Smarter

Gardening involves many practical and academic skills, and has been shown to have immense benefits as part of neurological and social rehabilitation projects. Many allotments are used to develop learning and engagement in sustainable development, including horticultural therapy for those with learning difficulties and/or seeking better life opportunities. For many, they also act as a catalyst for lifelong learning and formal education.

1.3 Allotments in Edinburgh

1.3.1 Allotment Provision

In 2010 Edinburgh had 34 allotment sites through a mix of Council and other ownership. Between 2011 and 2015 the Stenhouse allotments were extended and a further additional 11 sites were developed at Kirkliston, Albert Street, Inchkeith, India Place, Hawkhill / Nisbet, Drumbrae, Baronscourt, Prestonfield, Northfield Drive, Dumbryden and Victoria Park. One small single plot site at Morningside Station was removed. There are now a total of 44 sites, all with a variety of plot sizes. A Council Allotment Officer is responsible for the majority of these sites. Management duties include the letting of plots, invoicing of rents, operation of waiting lists, the maintenance requirements of each site and the development of new sites. In total there are now 1,724 allotment plots (Table 1) of which the Council directly manages 1,488. Many allotments have local associations that provide help and support with the operation of their site. There are also privately owned and “Common Good” sites which are managed and maintained exclusively by site committees.

Allotment plots are allocated to those furthest up the allotment waiting list wishing to rent a vacant plot at a relevant site. However, when new sites are created 50% of plots are let in this way and the remaining plots offered to residents living in close proximity to the site. At the time of writing, there are 2,510 people on the Council’s allotment plot waiting list. The turnover for allotments is currently 8% per year. Average waiting times for an allotment plot range between five and ten years. The waiting list is regularly reviewed to ensure those nearing the top of the list remain interested in renting an allotment plot. Details of those on the waiting list are not shared with partnership organisation without prior permission.

60% of allotment plot holders live within 2 miles of their plot. The demand for an allotment plot is greatest in the traditional tenement flat areas of the city (Table 2). It would therefore be reasonable to assume that demand is highest in areas where there is little or no access to garden space.

The Community Empowerment (Scotland) Act recognises the need for a customer-led service, making it a requirement that those wanting a plot less than the standard 250m² in size can specify the size of plot being sought. An allotment waiting list customer survey carried out in March 2016 (Table 3) indicated that a high proportion of new customers prefer half-plots as their first choice. These are therefore increasingly offered. Table 4 provides information on the demographics of allotment plot tenants gathered over the past 13 years. Trends include an increase in the number of tenants aged between 35-54 years of age, with a corresponding decrease in those aged over 55. Male / female split has remained relatively consistent at 47% and 53%, respectively. Interestingly there was a significant increase in allotment plot tenants who consider they have a health condition – rising from 9% to 22% over this period.

Table 5 provides statistics on the turnover of allotment plots and the impact of developing new allotment plots. The table indicates that over 100 new customers per year have been added to the service since 2013.

Table 1: Allotments in Edinburgh

Site	Ownership	Operated by	Plots
Dean Gallery	City of Edinburgh Council	Devolved	12
East Scotland St Lane Nth	City of Edinburgh Council	Devolved	7
East Scotland St Lane Sth	City of Edinburgh Council	Devolved	1
Green dykes	City of Edinburgh Council	Devolved	26
Westerhailes	City of Edinburgh Council	Devolved	80
Albert Street	City of Edinburgh Council	Housing	4
Hawkhill and Nisbet	City of Edinburgh Council	Housing	12
Prestonfield	City of Edinburgh Council	Housing	13
Baronscourt	City of Edinburgh Council	Parks and Greenspace	20
Bridgend Farm	City of Edinburgh Council	Parks and Greenspace	54
Cambridge Avenue	City of Edinburgh Council	Parks and Greenspace	10
Carricknowe	City of Edinburgh Council	Parks and Greenspace	43
Chesser Crescent	City of Edinburgh Council	Parks and Greenspace	13
Claremont Park	City of Edinburgh Council	Parks and Greenspace	62
Craigentenny	City of Edinburgh Council	Parks and Greenspace	47
Drumbrae	City of Edinburgh Council	Parks and Greenspace	20
Dumbryden	City of Edinburgh Council	Parks and Greenspace	33
Ferry Road	City of Edinburgh Council	Parks and Greenspace	77
Findlay Avenue	City of Edinburgh Council	Parks and Greenspace	7
Hutchinson Loan	City of Edinburgh Council	Parks and Greenspace	7
Inchkeith	City of Edinburgh Council	Parks and Greenspace	10
India Place	City of Edinburgh Council	Parks and Greenspace	27
Inverleith Park	City of Edinburgh Council	Parks and Greenspace	173
Kirkliston	City of Edinburgh Council	Parks and Greenspace	7
Lady Road	City of Edinburgh Council	Parks and Greenspace	37
Leith Links	City of Edinburgh Council	Parks and Greenspace	39
Northfield	City of Edinburgh Council	Parks and Greenspace	16
Pilrig Park	City of Edinburgh Council	Parks and Greenspace	38
Prospect Bank	City of Edinburgh Council	Parks and Greenspace	11
Redhall	City of Edinburgh Council	Parks and Greenspace	48
Restalrig	City of Edinburgh Council	Parks and Greenspace	28
Saughton Mains	City of Edinburgh Council	Parks and Greenspace	174
Stenhouse Drive	City of Edinburgh Council	Parks and Greenspace	70
Victoria Park	City of Edinburgh Council	Parks and Greenspace	16
Warriston	City of Edinburgh Council	Parks and Greenspace	120
West Mains	City of Edinburgh Council	Parks and Greenspace	89
Midmar 1 & 2	Leased to Council	Parks and Greenspace	163
Craigentenny Telferton	Private	Private	62
Portobello East Junction	Private	Private	25
Relugas Place	Private	Private	4
Roseburn Cliff	Private	Private	4
Slateford Green	Private	Private	12
Succoth Gardens	Private	Private	3
TOTAL			1,724

Table 2: Allotment Waiting List by Postcode Area

Post code	Area	No	%age
EH6	Leith	547	19%
EH3	Inverleith	314	11%
EH4	Stockbridge/Barton	288	10%
EH7	Restalrig / Craigentenny	258	9%
EH10	Morningside / Fairmilehead	256	9%
EH9	Marchmont / Grange	191	7%
EH8	Newington / Mountcastle	158	6%
EH5	Granton	129	5%
EH11	Saughton / Sighthill	147	5%
Other	City wide	557	20%

Table 3: Preferred Size of Allotment Plot

Answer Options	Most Preferred	Second Preferred	Least Preferred	Preferred Average	Response Count
	1	2	3		
Full Plot - approx 250 - 185 sq metres (approx double row of 8 parked cars)	253	192	225	1.96	670
Half Plot - approx 125 - 92 sq metres (approx double row of 4 parked cars)	370	314	1	1.46	685
A smaller plot - approx 20-25 sq metres (approx single row of 2 parked cars and built off the ground with options for easy access)	82	149	417	2.52	648
Answered Question 707					
Skipped Question 45					

Table 4: Profile of Allotment Holders

Age	2002	2007	2015
<24	0%	0%	0%
25 – 34	5%	3%	2%
35 – 54	39%	38%	40%
55+	53%	58%	53%
No response	3%	1%	5%

Gender	2002	2007	2015
Male	40%	47%	47%
Female	58%	50%	53%
No response	2%	2%	0%

Health condition	2002	2007	2015
Health condition present	13%	9%	22%
No health condition	80%	84%	78%
No response	7%	7%	0%

Table 5: Turnover of Allotment Plots

Allotment Turnover	2011	2012	2013	2014	2015
Percentage	7%	7%	8%	9%	8%
Number	93	92	113	120	114

1.3.3 Allotment Strategy Steering Group

The group is made up of representatives from the City of Edinburgh Council, the Federation of Edinburgh and District Allotments and Gardens Associations (FEDAGA) and the Scottish Allotments and Gardens Society (SAGS). It was formed to oversee the implementation of the first and second allotment strategies, as well as other issues relating to allotments in Edinburgh. The group calls upon experts to provide advice on particular issues as they arise. The group has advised the Council on the production of this third strategy.

1.3.4 Funding & Rents

The Council currently commits £99,851 a year on managing and upkeep of its allotments, £17,261 of which is an overhead apportionment. Of this, approximately £80,000 is recovered from annual rents (table 6). Since the launch of Cultivating Communities in 2002 a total of £306,174 has been spent on improving allotments in Edinburgh. A further £250,000 was spent on the construction of Bridgend Allotment site, with funding from the Council and the Big Lottery Fund and support from NHS Lothian to develop the Bridgend Allotment Community Health Inclusion Project.

Plot rents have risen in line with rates agreed in the 2010-2015 Allotment Strategy. In 2016 allotment rents were reviewed as part of the wider Council's budget consultation process and subsequently increased by four percent. Current rental rates are detailed in Table 6.

Table 6: Allotment Plot Rental Rates 2017

Full Plot	£104/pa	with concession *	£52/pa
Half Plot	£52/pa	with concession *	£26/pa
Raised Bed	£26	no concession	

* Concessions available to students, unemployed or those over state retirement age

1.3.5 Communication and Promotion

Most Council managed sites have notice boards used by the site association representatives, FEDAGA and the Council to post information. Monthly digital newsletters are published by FEDAGA and sent to those plot holders who have registered an interest. The Council's website provides information on allotment sites, waiting times, management rules, inspections, terminations and appeals. FEDAGA operates a website containing additional information. Some allotment site associations hold open days to allow the general public access to the site and showcase the work and produce of the allotment holders. Other site associations welcome schools to visit their sites.

1.3.6 FEDAGA

FEDAGA consists of affiliated Allotment Garden Associations drawn together with the mutual interest of promoting best practices; improvement of conditions; education; training; protection and co-operative trading. All Council owned and managed sites and some independent sites are affiliated to FEDAGA, which represents the tenants of these sites. The Federation operates through an elected Management Committee which meets on a monthly basis.

The group has been in existence for over 100 years and dates back to the rise in interest in allotments which is widely linked to the return of men from the First World War and the high level of unemployment experienced at that time.

In the 1960s and 70s improved employment, an expanding population, the opportunities of foreign travel and the introduction of large supermarkets changed the way that people looked at food, and local produce was deemed passé. Many public and private allotment sites were lost to housing development and cheap imported vegetable products, blemish free and uniform, contributed to the demise of the home grown product.

In the 1990s, with the rise of a younger and fitter retired population, the recognition of the importance of a healthy lifestyle and a re-discovered taste for local produce the demand for allotment plots has outstripped supply. Although 11 new allotment sites have been constructed since 2011, today Edinburgh has a significant waiting list and insufficient resource to create allotments at the rate required.

Table 7 details information on the number of allotments and indicates the number of full, half or raised bed plots. Edinburgh has approximately 26 hectares of land used for allotments.

Table 7: Profile of Allotment Plot Area by Category

Site	No. full plots	No. half plots	No. raised beds	Total plots	Site Area m2	Approx. Avg size of full plot m2*	Approx. Avg size of half plot m2*	Approx. Avg size raised bed m2*
Albert Street	0	0	4	4	120			30
Baronscourt	0	20	0	20	2,326		116	
Bridgend	45	9	0	54	14,396	291	145	
Cambridge	2	8	0	10	1,762	294	147	
Carrick Knowe	27	16	0	43	8,566	245	122	
Chesser	8	5	0	13	2,395	228	114	
Claremont	20	42	0	62	9,850	240	120	
Craigentenny	41	6	0	47	6,994	159	79	
Drumbrae	0	0	20	20	873			44
Dumbryden	7	26	0	33	7,818	391	195	
Ferry Rd	26	51	0	77	13,460	261	131	
Findlay Av	6	1	0	7	1,703	262	131	
Hawkhill & Nisbet	0	0	12	12	366			31
Hutchinson Loan	0	7	0	7	1,017	290	145	
Inchkeith	0	0	10	10	426			43
India Place	0	0	27	27	1,045			39
Inverleith	83	90	0	173	24,260	190	95	
Kirkliston	0	7	0	7	434	124	62	
Lady Road	13	24	0	37	6,299	252	126	
Leith Links	11	28	0	39	5,176	207	104	
Midmar 1 & 2	53	110	0	163	27,405	254	127	
Northfield Drive	0	16	0	16	1,763	220	110	
Pilrig	9	29	0	38	4,445	189	95	
Prestonfield	0	13	0	13	1,040		80	
Propect Bank	4	7	0	11	1,678	224	112	
Redhall	35	13	0	48	10,957	264	132	
Restalrig	20	8	0	28	5,600	233	117	
Saughton	144	30	0	174	34,368	216	108	
Stenhouse	37	15	18	70	9,055	203	102	
Victoria Park	0	16	0	16	1,544	193	97	
Warriston	78	42	0	120	32,806	331	166	
West Mains	61	28	0	89	18,055	241	120	
Total	730	667	91	1,488	258,001	243	121	35

* Please note the average plot area includes a proportion for site path networks and communal areas.

2. Purpose of the Strategy

The first allotment strategy for the City of Edinburgh “Cultivating Communities” was widely acclaimed for improving the standard of allotments in Edinburgh. However, the waiting list continued to grow. The second strategy “Cultivating Communities - A Growing Challenge” has gone some way to tackle this by providing an additional 344 plots of all sizes for rent. However, the number of people on the plot waiting list has also increased, and now stands at 2,510.

Appendix 4 lists the achievements of Cultivating Communities – A Growing Challenge and highlights that only the introduction of revised allotment regulations has not been achieved during the course of the strategy.

The overarching objective of this strategy is to meet the ever increasing demand for allotments by supporting increased allotment provision and by promoting alternative ways to grow food.

Four key objectives have been established:

Objective 1: Ensure adequate provision of allotments

Objective 2: Develop a robust management system for allotments

Objective 3: Improve the customer experience

Objective 4: Adoption of the revised Allotment Regulations

3. Strategic Objectives for 2017 - 2027

Objective 1: Ensure adequate provision of allotments

Action 1.1: Create new community led allotments

Currently there are 44 allotment sites across Edinburgh. Of these:

- 28 are owned by the City of Edinburgh Council and managed by Parks, Greenspace and Cemeteries
- 3 are owned by the City of Edinburgh Council and managed by Housing
- 5 are owned by the City of Edinburgh Council but have a devolved management system
- 6 are privately owned and managed
- 2 are leased by the City of Edinburgh Council and managed by Parks, Greenspace and Cemeteries

Included within these are 11 new sites that have been built and opened during the lifetime of the previous strategy. Work is now underway to investigate and review a further list of sites with a view to constructing more allotments. The list of sites was drafted using information gathered from a 2015 Allotment Survey and subsequent suggestions, and will be subject to a detailed analysis and appraisal system. Each site will be reviewed and appraised using the following methodology:

- Ownership
- Usage
- Soil Type
- Services
- Plot number per site
- Waiting list demand
- Public Transport
- Housing Area
- Security
- Parking

However, this list is not exhaustive and other appraisal factors may be used as required.

Sites identified will be handled sensitively and in full consultation with all stakeholders. The support and collaboration of users and local communities will be crucial to the success of new sites and effective communication will be required to promote the benefits to the wider community. Therefore, thorough community consultation will be undertaken for all potential new sites.

Findings from consultation will shape the design of new allotment sites, as will the Site Design Guide published by SAGS.

The Community Empowerment (Scotland) Act encourages people who are on the allotments waiting list in a given area to come together and “take on” a piece of local Council ground (assuming that such ground exists).

The City of Edinburgh Council will therefore support communities to fundraise to transform ground into an allotment site and thereafter manage the site. Management could be independent of the Council but there would be an expectation that any independent allotment site would abide by the Council's allotment regulations.

Tables 8 outlines sites that can be considered for allotments, including the evaluation previously undertaken. Table 9 shows an additional list identified by the public through consultation and which will be subject to evaluation.

Table 8: Sites previously identified as potential allotments

SITE	LOCATION AREA M2	POTENTIAL ALLOTMENTS	Owership	Usage	Soil	Service	Plot No	Waiting	Transport	Housing	Security	Parking	TOTAL POINTS
Blinkbonny Park	22,021	110	10	2	5	2	20	5	5	5	5	2	61
Gypsy Brae	69,162	345	10	2	5	2	20	5	5	5	5	5	64
Inch Park	12,622	66	10	5	10	5	15	10	10	10	5	5	85
Lauriston Castle	12,716	63	5	5	10	2	15	15	5	5	5	5	72
Midmar field 3	7,750	40	5	5	10	5	10	15	5	5	5	5	70
Silverknowes Farmhouse	16,029	843	5	5	10	2	20	10	10	5	5	2	74
Gilmerton Farm South	12,904	67	5	2	5	2	10	10	5	5	5	2	51
Clermiston Road North	42,814	214	10	5	10	5	20	15	10	5	5	2	87
SAUGHTONHALL TERRACE	3,000	20											No assessment

Table 9: Additional sites identified for potential allotments *

Adams Well and Tesco in Colinton Mains Drive - unused area	Granton Harbour - unused land near apartment blocks
Dumbiedykes - adjacent to housing area	Granton Way - disused ground
Anderson Place - unused waste ground	Greendykes area - derelict land former Council Flats
Astley Ainslie - gap sites	Hailesland Park
Baronscourt Park - extend current allotment	Harrison Park - Watson Crescent
Bothwell Street - old railway tracks	Howdenhall Road - wasteland adjacent to lab
Braid Hills Road - land next to children's mini golf course	Hunter's Tryst Primary School Grounds
Buckstone Primary School - field area	Leith Links allotment extension
Burdiehouse Valley Park	Little France - new road area
Buttercup Farm - lower field on Corstorphine Hill	Lower Granton Road
Cammo Estate - recycling site	Mounthooly Road - east field
Colinton Mains Park	Newhaven - wasteland
Craigcrook Road - empty site	Ocean Terminal - land near here NW Victoria Dock
Curriemuirend Park	Oxgangs Avenue - grass beside Cockmylane
Double Hedges Field - lower field Liberton Dams	Parsons Green School Grounds - top gate

East Suffolk Road - playing field site at Royal Blind School	Portobello Figgate Park
Easter Drylaw - near cycle path and school	Powderhall Bowling Green
Letham Park	Rankin Drive - Rankin Triangle
Fettes Police College – grounds	Seafield area - brownfield sites
Lismore Playing Fields	Sighthill Public Park
North Fort Street area	Wardie fields - lots of unused space around the edges
Forthquarter Park	Warriston Playing Fields
Gilmerton Dykes Road - off Newtoft Street	Woodhall Road - past the bypass, opposite the stable

** List is for further investigation only. Suggestions may not be available for allotment development.*

In spring 2016 a development opportunity was identified on the old playing field at the former Lismore Primary School on Duddingston Row. The site was transferred to Parks Greenspace and Cemeteries ownership and may be available for the creation of new allotment plots. The area is viewed as a potential contender for the development of a community-led allotment site.

Action 1.2: Create new allotments through planning development proposals

The City of Edinburgh Council will seek to create new allotments through the planning development process. The Council's Open Space Strategy will include reference to allotments, the Allotment Strategy, and the Council's obligations to support food growing under the provisions of the Community Empowerment (Scotland) Act 2015.

Action 1.3: Allotments for all

The Council will whenever possible ensure that the allotments it manages are designed to accommodate all potential ploholders - ensuring that they are accessible and manageable regardless of an individual's ability. This will be achieved through a range of designs and plot sizes that are appropriate for a site's characteristics.

Action 1.4: Allocation of new plots

When a potential area for a new allotment site is identified a local consultation exercise will be undertaken. It is anticipated that a percentage of the new plots will be offered to the local community, who will be encouraged to register for allotment plots and support development. The basis for plot allocation, unless otherwise agreed, will be as follows:

- 50% from those closest to the site (starting within 500 metres and graduating out until 50% is reached)
- 50% from the city wide allotment waiting list and based on the length of time on the waiting list

Action 1.5: Promote biodiversity for new sites

At new sites biodiversity will be encouraged as a fundamental objective.

The City of Edinburgh Council has a legal obligation to help fulfil the Council's "biodiversity duty" under the Natural Heritage Act 1991 and to this end we will encourage and promote biodiversity by allotment holders and site managers using information such as the 'Gardening in harmony with nature' booklet.

OBJECTIVE 2: Develop a robust management system for allotments

Action 2.1: Proactive management of the allotment waiting list

The waiting list for allotment plots will be developed to ensure that those on the list still wish to rent a plot. The Council will regularly contact waiting list customers to confirm continued interest.

Action 2.2: Raising and maintaining the quality of allotment plots

Plot Inspections

When a plot does not comply with the standards set out in the Allotment Regulations it is important to identify and address the problem before there is an impact on neighbouring plots. The Allotment Officer will carry out visual plot inspections on a regular basis throughout the year. At the discretion of the Allotment Officer, assistance may be sought in order to resolve matters in a timely manner.

Assessment Criteria

- Condition of Plot
- Good Management
- Quality of Crops, Fruit, Flowers and Plants
- Aesthetic Aspect of the Plot
- Conditions of Garden Sheds/Other Structures
- Level of cultivation

The Allotment Officer can make allowances for individuals who are ill, disabled, elderly or for extenuating reasons supplied which has led to delay in plot cultivation. Actions taken will be at the Allotment Officer and Parks, Greenspace and Cemeteries management discretion.

Action 2.3: Process following an allotment plot failure

When an allotment plot has failed a visual inspection the plot holder will be notified and requested to rectify the situation within 21 days. Insufficient improvement within this time will result in a final warning. In the event that there is insufficient improvement a letter will be sent informing the plot holder of the termination of their missive of let.

Consideration will be given to any mitigating circumstances, which should be communicated to the Allotment Officer in writing by the plot holder or an individual nominated by them.

A plot holder may appeal against the termination within 21 days of the receipt of the termination letter, and will require written support from three of the immediate adjacent plot holders. The appeal should detail the reasons for the lack of improvement and the reasons why the termination letter should be withdrawn.

The Allotment Officer must consider the appeal and reply to the plot holder within 21 days of receipt of the appeal letter.

Action 2.4: Introduction and development of water harvesting

Water harvesting is the collection of runoff for productive purposes. Instead of runoff being left to drain into the soil it is harvested and utilised. Water harvesting is a productive form of soil and water conservation. Allotment site committees and allotment tenants will be encouraged to harvest water in a safe and sustainable manner, ensuring that collection vessels comply with safe practise and present no risk. A water harvesting trial will be developed at the Northfield Drive site to assess the viability and effectiveness of the approach.

Action 2.5: Devolved management

There are a small number of sites that are managed using a devolved model and feedback from the 2015 survey suggested limited appetite for further devolvment. However, if an allotment association expresses a desire to manage their site independent of the Council the Council would consider this under the provisions of the Community Empowerment (Scotland) Act.

OBJECTIVE 3: Improve the customer experience

Action 3.1: Development of website/social media

Action to include:

- New allotment group email contact list
- On-line allotment applications
- Development of information video/soundbites e.g. What to expect when first allocated a plot, managing a plot and task of the month.

Action 3.2: Initiate and develop a plotholder mentoring programme

Allotment Committees will be encouraged to organise mentoring programmes and offer support for those struggling to maintain their plot. This will focus on good allotment management and the importance of the community and social aspect of maintaining an allotment.

Action 3.3: Initiate and develop a training programme for new plotholders

The Council in partnership with the Royal Caledonian Horticultural Society, The Orchard Project and Scottish Rural University College will incorporate provision for a range of different training within the Saughton Park Restoration Project.

New plotholders will be offered the opportunity to meet with site representatives in order to gain an understanding of the site and the standards required.

OBJECTIVE 4: Adoption of the revised allotment regulations

Action 4.1: Adoption of new regulations by the Council and Scottish Government

Details of Edinburgh's existing Allotment Regulations are contained within Appendix 2. The regulations will be updated to reflect changes in legislation and be subject to public consultation prior to being ratified by the Council and Scottish Government. The timetable for this is linked to the enactment of secondary legislation affecting Part 9 of the Community Empowerment (Scotland) Act. The current timetable for adoption of regulations is outlined below. However, this may be subject to a future revision.

Date	Process	Responsibility
19 May – 31 August 2016	Tripartite subgroup to develop consultation material	Scottish Government
4 August 2016	Second Tripartite Group Meeting	Scottish Government & Group members
31 August 2016	1 st draft contributions	Scottish Councils and SAGS
3 October – 31 October 2016	Legal Analysis	Scottish Government
10 November 2016	Third Tripartite Group Meeting	Scottish Government
14 November 2016 – 6 January 2017	Public consultation	Scottish Government
7 January – 10 February 2017	Analysis of consultation	Scottish Government
April 2017	Guidance Document Published	Scottish Government
May 2017 – November 2017	1 st revision of regulations	CEC
November 2017 – January 2018	Public consultation	CEC
February 2018 – March 2018	Analysis of consultation	CEC
April 2018 – May 2018	2 nd revision of regulations	CEC
June 2018 – December 2018	Ratification and adoption of regulations	CEC & Scottish Government

4. Allotment Strategy Implementation Plan

Objective 1: Ensure adequate provision of allotments			
No.	Action	By whom	When
1.1	Create new community led allotments		
1.1.1	Undertake full review of potential allotment sites and evaluation against priority evaluation criteria	CEC	DEC 2017
1.1.2	Support community led initiatives to identify funding opportunities to develop new allotments	CEC/COMMUNITY GROUPS	ONGOING
1.1.3	Provide an allotment design function in accordance with the results of any community consultation and in line with local demands	CEC	ONGOING
1.2	Create new allotments through planning and development proposals		
1.2.1	Support development of the revised Open Space Strategy recognising the Council's obligation to support food growing	CEC	MARCH 2017
1.2.2	Consider options for creating and funding new sites through the planning development process	CEC	ONGOING
1.3.1	Support community led initiatives to identify funding opportunities to develop new allotments	CEC/COMMUNITY GROUPS	ONGOING
1.3.2	Provide an allotment design function in accordance with the results of any community consultation and in line with local demands	CEC	ONGOING
1.3	Allotments for all		
1.3.1	Ensure that new allotments are designed to accommodate all potential ploholders regardless of their circumstances	CEC	ONGOING
1.4	Allocation of new plots		
1.4.1	Encourage local residents to register for a plot	CEC	ONGOING
1.4.2	Apply the plot allocation process	CEC	ONGOING
1.5	Promote biodiversity for new sites		
1.5.1	Encourage biodiversity within allotment sites	FEDAGA/SITE COMMITTEE/CEC	ONGOING
1.5.2	Promote the "Gardening in Harmony with Nature" booklet	ALL	ONGOING

Objective 2: Develop a robust management system for allotments

No.	Action	By whom	When
2.1	Proactive management of the allotment waiting list		
2.1.1	Contact all customers on the current waiting list to ensure continued interest.	CEC	DEC 2017
2.1.2	Regularly review customers nearing the top of the waiting list to ensure continued interest	CEC	ANNUALLY
2.2	Raising and maintaining the quality of allotment plots		
2.2.1	Undertake a programme of visual inspection	CEC	MONTHLY
2.2.2	Support the Allotment Officer by reporting areas of concern	SITE COMMITTEES /ALLOTMENT PLOT HOLDERS	ONGOING
2.2.3	Develop a mentoring/support system for those struggling to maintain their plots	SITE COMMITTEES/ALLOTMENT PLOT HOLDERS/CEC	ONGOING
2.3	Process following an allotment plot failure		
2.3.1	Issue warning letters to ploholders whose plots are deemed unacceptable following inspection	CEC	ONGOING
2.3.2	Re-assess plot condition following communication	CEC	ONGOING
2.3.3	Record instances and action appropriately on repetition	CEC	ONGOING
2.4	Introduction and development of water harvesting		
2.4.1	Design and implement a water harvesting system at Northfield Drive site	SITE COMMITTEE/CEC	DECEMBER 2017
2.4.2	Evaluate success of Northfield Drive pilot	FEDAGA/CEC	DECEMBER 2018
2.5	Devolved management		
2.5.1	Provide advice and support to allotment groups wishing to explore devolved management/independence from the Council	CEC	ONGOING

Objective 3: Improve Customer Experience

No.	Action	By whom	When
3.1	Development of website/social media		
3.1.1	<ul style="list-style-type: none">• Compile new email allotment contact list• Further Develop the City of Edinburgh Council website to facilitate on-line applications• Add and regularly update• videos/soundbites/training information• advertise waiting list times	CEC/FEDAGA	ONGOING
3.2	Initiate and develop a Mentoring Programme		
3.2.1	Generic mentoring programme for existing plot holders	SITE COMMITTEE/PLOT HOLDERS	ONGOING
3.2.2	Roll out a training programme in partnership with the Saughton Park Restoration Team, to be based at the new Saughton demonstration garden	CEC	DECEMBER 2018

Objective 4: Adoption of New Allotment Regulations

No.	Action	By whom	When
4.1	Adoption of new allotment regulations by the Council and Scottish Government		
4.1.1	Update new regulations to reflect changes within the Community Empowerment (Scotland) Act	CEC	DECEMBER 2018
4.1.2	Consult with stakeholders on proposed amendments	CEC	JANUARY 2018
4.1.3	Committee approval of new regulations	CEC	DECEMBER 2018

APPENDIX 1: Summary of potential funding and support organisations

Organisation	Contact details
Architecture & Design Scotland	http://www.ads.org.uk
Allotment Regeneration Initiative	http://www.farmgarden.org.uk/ari
Bridgend Allotments	http://www.bridgendallotment.org.uk
Convention of Scottish Local Authorities	http://www.cosla.gov.uk
Drylaw and Telford Community Gardens Project	http://www.drylawandtelfordcommunitygardens.org.uk
Edinburgh and Midlothian Beekeepers Association	http://www.edinburghbeekeepers.org.uk
Edinburgh Community Backgreens Association	http://www.ecba.org.uk
Edinburgh Garden Share Scheme	http://www.careandrepair edinburgh.org.uk
Edinburgh and Lothians Greenspace Trust	http://www.elgt.org.uk
Federation of City Farms and Community Gardens	http://www.farmgarden.org.uk
Federation of Edinburgh and District Allotments and Gardens Associations	http://www.fedaga.org.uk
Garden Organic and Henry Doubleday Research Organisation	http://www.gardenorganic.org.uk
'Growing Plots', Royal Edinburgh Hospital	Email: royaledinburghcommunitygardens@cyrenians.org.uk
Landscape Institute	www.landscapeinstitute.org.uk/
Master Composter Project	http://www. Changeworks.org.uk
National Society of Allotments and Leisure Gardeners	http://www.nsalg.org.uk
Redbraes Community Garden	Email: redbraes@blueyonder.co.uk
Soil Association Scotland	http://www.soilassociationscotland.org
Scottish Allotments and Gardens Society	http://www.sags.org.uk
Scottish Biodiversity Strategy	http://www.biodiversityscotland.gov.uk
Scottish Government – National Food and Drink Policy for Scotland	http://www.scotland.gov.uk/Topics/Business-Industry/food-industry/national-strategy
Scottish Natural Heritage	http://www.snh.org.uk/
Trellis (Horticultural therapy)	http://www.trellisscotland.org.uk
Royal Caledonian Horticultural Society	http://www.rchs.co.uk
Royal Horticultural Society	http://www.rhs.org.uk
Waste Action Grants	Email: wasteaction@edinburgh.gov.uk

APPENDIX 2: Current allotment regulations

Regulations made by the Lord Provost, Magistrates and Council of the City of Edinburgh for the Regulation and management of Garden Allotment Ground in Edinburgh, provided by them under the Provisions of the Allotment (Scotland) Act 1892 (as amended)

- 1 Any allotment may be let to any member of the labouring population of the City of Edinburgh who shall make application for the same, and shall be approved of by the Lord Provost, Magistrates and Council of the City of Edinburgh (hereinafter referred to as “the Corporation”).
- 2 The period of let of any allotment shall be from the date of entry to the 31st day of December following.
- 3 Any application for an allotment shall be made on a form to be supplied by the Corporation for that purpose.
- 4 The allotments shall be let to persons approved of by the Corporation according to priority of application, provided that the Corporation may from time to time renew the tenancy of any allotment to the person to whom the same has been let (hereinafter referred to as “the tenant”), notwithstanding there is another applicant for such allotment.
- 5 The yearly rent of such allotment shall be such sum as shall be from time to time fixed by the Corporation in terms of The Allotment (Scotland) Act 1892. The rent shall be paid to the Corporation three months prior to the termination of the let, and, in addition, the tenant of each allotment shall, on demand, pay to the Corporation the proportion allocated in respect of each allotment, of the occupier’s rates and taxes (including water rates) paid by the Corporation in respect of the allotments.
- 6 Each allotment shall consist of such area as the Corporation shall from time to time fix.
- 7 Every tenant shall keep his allotment in proper cultivation and keep in good repair the paths adjoining his allotment and further, shall use his best endeavours to protect the remaining allotments and the produce thereon.
- 8 No tenant shall cultivate his allotment wholly or partly for the purpose of the trade or business of market gardening.
- 9 No tenant shall cause, and every tenant shall endeavour to prevent, any nuisance or annoyance arising from burning rubbish, manuring his allotment, or any other operation thereon or in connection therewith.
- 10 No greenhouse or other building or fixture shall be erected or attached to any allotment, provided that any tenant may put down on his allotment garden frames and boxes for holding tools, etc., but such

frames and boxes shall not exceed 3 feet in height, *unless the plan and specification thereof have been previously approved of by the Garden Allotments Committee.*

- 11 No fitting, fixture or attachment of any kind shall be made to the fences or walls bounding the allotment ground, without the consent of the Corporation.
- 12 Every tenant shall be provided by the Corporation on his entry with a key for the gate giving access to the allotment ground, and any tenant losing his key shall report such loss to the Corporation forthwith, and may obtain another key from the Corporation on payment of sixpence.
- 13 Every tenant shall enter the allotment ground by the gate only, and on entering or leaving shall leave the gate securely locked.
- 14 No dogs or children shall be admitted to the allotments unless under proper control.
- 15 No work shall be done in the allotments on Sundays.
- 16 The Corporation or any tenant may terminate the tenancy of any allotment at the 31st day of December in any year by giving two months previous notice in writing of their or his intention so to terminate the tenancy.
- 17 On the termination of his tenancy of any allotment every tenant shall leave the same in a clean and orderly state, cleared of all vegetable and other roots and rubbish, and shall also remove all frames and boxes put thereon, in terms of Regulation 19, so that there shall be a clean face of soil left on such allotment, and in the event of any tenant failing to leave such allotment in such condition the Corporation shall be entitled to have such allotment put in a clean and orderly condition as aforesaid, and to remove such frames and boxes and to recover the expense of doing so from the tenant.
- 18 Every tenant shall, at the termination of his tenancy of any allotment, give up to the Corporation the key for the gate giving access to the allotments.
- 19 No tenant shall, in any circumstances, have any claim against the Corporation or the proprietor of the ground for compensation for disturbance or removal, or for unexhausted manorial or other improvements, or otherwise in connection with the termination of the tenancy of any allotment.
- 20 In the event of any question arising in regard to any of the matters specified in Regulations 7, 8, 9 and 17, the same shall be referred to the final decision of the Superintendent of Parks of the Corporation for the time being.
- 21 The Register of tenancies allotments kept, and the Annual Statements showing the receipts and expenditure in respect of allotments prepared by the Corporation in terms of section 14 of the Allotments (Scotland) Act 1892, may be examined by any ratepayer of the City of Edinburgh, without paying any fee,

in the officer of the City Chamberlain of the City of Edinburgh, City Chambers, High Street, Edinburgh, at any time during which such office is open for ordinary business, and any ratepayer of the City of Edinburgh may, without payment of any fee, make copies or extracts from such Register and Statements at any such time.

Confirmed by His Majesty's Secretary for Scotland, T. McKinnon Wood
Scottish Office, Whitehall

22 May 1913

Amendment in italics in Regulation 10 confirmed 1 May 1924

APPENDIX 3: Distribution of Council operated allotments



APPENDIX 4 Allotment Strategy Implementation Plan 2010 – 2015

Key: Blue - Ongoing Green- Achieved

No.	Action
1.1	Identify potential allotment sites through an audit of Housing Revenue Account land.
1.2	Carry out further community consultation for potential allotment sites to support the design process.
1.3	Allocate funding from the Council Capital Programme for new allotments from 2010/2011.
1.4	Explore all opportunities for external funding to aid the construction of new allotments.
1.5	Produce a template lease agreement for the use of Council owned land for allotments and/or food growing initiatives by a community organisation.
1.6	Support NHS Lothians in establishing community growing projects on NHS land by providing advice and promoting projects to those on the allotment waiting list.
1.7	The Council will support the use of vacant development sites as temporary allotments or food growing spaces by providing advice and promoting initiatives to those on the waiting list. On request the Allotment Service will administer any temporary allotment sites.
1.8	The Council will support private landowners to develop allotments or food growing spaces by providing advice and promoting initiatives to those on the waiting list. On request the Allotment Service will administer any privately owned allotment sites.
1.9	Promote the sharing and sub-division of plots when inviting those at the top of the waiting list to take up a plot.
2.1	Develop guidelines for community groups looking to use Council owned land for community gardens and other food growing initiatives.
2.2	Provide advice and support to groups looking to develop community gardens and other food growing initiatives.
2.3	Create a comprehensive list of the community groups and food growing initiatives in Edinburgh, and set up an information sharing network.
2.4	Promote new community gardens and other food growing initiatives to those on the allotment waiting list.
2.5	Support community groups and voluntary organisations undertaking food growing initiatives through the Neighbourhood Grant Programme.
3.1	Apply design standards to all new allotment sites.
3.2	Provision for the less able-bodied should be prioritised on the basis of demand.
3.3	All site associations will be supported in becoming fully constituted. A template constitution will be developed for site associations.
3.4	Hold annual networking event for Edinburgh's site associations and site representatives.
3.5	Set up an email group for allotment associations and site representatives to allow the dissemination of information on training, events and others.
3.6	Set up four mentoring schemes every year until 2015.
3.7	Establish an annual training programme for allotment holders.
3.8	Use monies from allotment rents to cover the cost of the training programme.
3.9	Undertake surveys of allotment users every five years.
4.1	Review and update the current allotment regulations, carry out consultation on the new regulations and seek ministerial approval.
5.1	Set up communal composting at all appropriate allotment sites.
5.2	Promote access to the compost generated through Edinburgh's green waste collections and the Master Composter Project.
5.3	Develop biodiversity action plans for allotment sites.
5.4	At new sites biodiversity will be encouraged as a fundamental objective, with native trees and

	shrubs used within the site and also planted around the edges.
5.5	Update the 'Gardening in harmony with nature' booklet, promoting locally important native species, local nurseries and organic methods.
6.1	Review membership of Allotments Strategy Steering Group and co-opt relevant representative organisations.
6.2	Host and attend the Scottish Allotment Officers' Forum.
7.1	Inform allotment holders of the rental increases.
7.2	Circulate information on funding opportunities to allotment committees.
7.3	Provide advice and support on funding applications.

Appendix 2 : Summary of Allotment Strategy Public Consultation
Undertaken 05 Sep 2016 to 18 Oct 2016

1. Do you agree or disagree that objective 1 'ensure adequate provision of allotments' should be a core objective?

Options	Total	Percentage
Agree	359	98%
Disagree	5	1.5%
No Answer	2	0.5%

Comment box: 109 responses to this part of the question.

2. Do you agree or disagree that objective 2 'develop a robust management system for allotments' should be a core objective?

Options	Total	Percentage
Agree	337	92%
Disagree	20	6%
No Answer	9	2%

Comment box: 105 responses to this part of the question.

3. Do you agree or disagree that objective 3 'improve allotment customer experience' should be a core objective?

Options	Total	Percentage
Agree	304	83%
Disagree	53	15%
No Answer	9	2%

Comment box: 107 responses to this part of the question.

4. Do you agree or disagree that objective 4 'adoption of revised regulations' should be a core objective?

Options	Total	Percentage
Agree	281	77%
Disagree	42	11%
No Answer	43	12%

Comment box: 81 responses to this part of the question.

Appendix 3: Summary of Allotment Strategy Public Consultation Comments

Comment	Response to comment	Occasions
Raise allotment standards and reduce vacant plot turnover times.	Improving allotment standards is a key aspect of the new strategy however; regular allotment turnover monitoring will be added as a reportable action.	46
Would like more information and an opportunity to comment on new allotment regulations.	A copy of original allotment regulations has been added to the strategy document and further consultation on new regulations will be undertaken after Scottish Government guidance has been concluded.	46
Pleased with the allotment strategy document and the current allotment service.	No response required, comment indicates a high degree of agreement with the strategy document.	42
More allotment sites are needed to address waiting list.	The focus of the strategy is on the provision of support to community groups interested in developing available land for food growing.	33
Training/mentoring on allotments would be useful.	A training and mentoring programme action is included within the strategy document.	30
Improve allotment communication between customers and Council.	Actions have been included with the strategy document to develop improved communication channels between the Council and customers.	22
Recognition that allotment gardening supports healthy	The strong health benefit of allotments is recognised throughout the strategy	20

living.	document.	
Concerns about allotment plot allocation method.	The allotment plot allocation methodology is designed to support community led allotment initiatives by offering a proportion of plots at newly developed sites to local people.	16
Council should continue with a supervisory role for all allotments.	The allotment supervisory role of the Council has been highlighted further within the strategy document.	15
Divide and/or share current allotment plots including small sizes.	The new strategy document recognises the need to match allotment size with customer demand.	12
Improving the allotment customer service is useful but not essential.	No response made but comment noted.	10
Improve the information provided on allotment waiting list.	Actions included in the strategy document to investigate on-line allotment application systems and to develop public reports which keep customers better informed on waiting list times.	10
Work with developers to create community growing spaces.	Action included within planning consent activities and detailed with the Open Space Strategy.	9
Do not lose parks and natural habitat areas to allotments.	The Council will continue to offer a range of activities within its parks that match local needs and that are developed further through consultation and engagement with stakeholders.	5

Improving allotment customer service is important.	Comment recognised within the strategy document.	4
Keep allotment rent rises low.	Allotment rent levels will continue to be included within the Council's wider budget consultation process.	4
Good security is an important aspect of allotments gardening.	Security remains a key aspect of managing allotment sites.	4
Training/mentoring for allotments is unnecessary.	No response made but comment noted.	4
Objection to the term 'customer' being used.	No response made but comment noted.	3
Provide toilets on allotment sites.	Site committees will be encouraged to engage in fund raising activities to develop their facilities.	3
Allotment application should be put online.	Opportunities for online allotment application will be investigated.	2
Allotment service should not be too heavily regulated.	New regulations will be developed in line with the provisions of the Community Empowerment (Scotland) Act, with further consultation being undertaken prior to adoption.	2
Concern about more responsibilities for allotment site representatives.	Further responsibilities for site reps will be through formal agreement.	1
Concerned about the cost of the consultation process.	Consultation cost was minimised by the use of email and internet surveying systems.	1
Limit the time individuals	No response made but	1

can have an allotment.	comment noted.	
Change the aspiration of objective 1 from adequate to a good provision of allotments.	Raising aspiration from adequate to good would be an improvement however resources make this unlikely to be attainable.	1
Request that Telferton Site be removed from the list of allotment sites.	Telferton Allotments was included in the Open Space Audit (2009). The Planning Appeal Decision Notice ref: Planning appeal reference: PPA-230-2186 recognised that this land is actively in use as allotment gardens. Therefore no change to its status with the strategy document.	1
Set a target to reducing the allotment waiting list.	Reduction in the allotment waiting lists will be lead by the success of community groups coming together to create new allotment sites.	1
Total comments		348

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Public Utility Company Performance 2016/17 Quarter 3 (October, November and December 2016)

Item number	8.2
Report number	
Executive/routine	Routine
Wards	All

Executive Summary

This report summarises the performance of Public Utility Companies (PUs) during the period October to December 2016 (Quarter 3), for the 2016/17 financial year.

The report comments on the performance and progress of the Citywide Network Team (formerly the Roadwork Support Team) including the Inspectors who, following the Transformation Programme, have now been employed on a permanent basis. These Inspectors assist with monitoring the performance of PUs and will continue the initiative of inspecting 100% of PU reinstatements.

This report also details the proposals for managing future PU performance.

Links

Coalition pledges	P28 , P33
Council priorities	CP4 , CP12
Single Outcome Agreement	SO4

Public Utility Company Performance 2016/17 Quarter 3 (October, November and December 2016)

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 Planning and Transport to enhance the scrutiny and monitoring of all road works. The Committee also agreed to instruct the Head of Planning and Transport to take the lead in developing a revived Edinburgh Road Works Ahead Agreement (ERWAA).
- 2.3 This report provides an update on developments that have occurred during the three month period between October and December 2016.

3. Main report

Performance

- 3.1 The performance of each PU is monitored daily by the Citywide Network Team (formerly the Roadwork Support Team), 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; and

- 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, can be submitted to the Office of the Scottish Road Works Commissioner for information. This has been carried out.
- 3.7 The figures and graphs referred to throughout this report are shown in Appendix 1.

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 road works. 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 notices registered by PUs. 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). A sample inspection of the traffic management used at live sites is also undertaken.

- 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 Quarter 3 was 7,288. The figures for Quarter 1, 2 and 3 are shown in Graph 3.11A. The numbers carried out in each month of Quarter 3 are shown in Graph 3.11B. The number of inspections carried out in Quarter 3 has reduced by 10.8% from those carried out in the same period in 2015/16. This is a result of the reduction in the total numbers of Inspectors from six to four. At the time of writing this report two vacancies remain to be filled however it is expected that all vacant Inspectors posts will be filled by March 2017.
- 3.12 The average pass rate for inspected reinstatements was 82.4%, against a minimum target of 90%, as shown in Table 3.12. This is an improvement in performance of 3% since Quarter 2.

Sample Inspections

- 3.13 The total number of sample inspections carried out in Quarter 3 was 406, with the breakdown between each inspection type shown in Table 3.13.
- 3.14 The average percentage pass rate for each PU, at the end of Quarter 3, was 70% as shown in Table 3.14 and Graph 3.14. The target pass rate for all PUs is 90%. The low average result was due to no PU achieving the required 90% pass rate and CityFibre and Openreach achieving pass rates of only 25% and 63%.
- 3.15 The reinstatements that failed the Council's Sample Inspections have been passed to the relevant PU with requests to carry out remedial work to ensure the reinstatements meet the required specification.

Target Inspections

- 3.16 The cumulative number of target inspections carried out in Quarter 3 was 2,187, with the breakdown between each inspection type shown in Table 3.13.
- 3.17 The number of inspections carried out in Quarter 3 shows an increase of 79 inspections, when compared to the number carried out in the same period in 2015/16, as shown in Graph 3.17.

Utility Defective Apparatus

- 3.18 The total number of outstanding defective apparatus at the end of Quarter 3 was 714, an increase of 31 from the previous quarter. A breakdown for each PU is shown in Table 3.18. There was an increase in the number of outstanding defective apparatus of 26.4% when compared to the end of 2015/16 and an increase of 4.5% from the end of Quarter 2.
- 3.19 The PU with the largest number of defective apparatus continues to be Scottish Water, with 516 items, as shown in Graph 3.19. This represents an increase of 101 defects since the end of 2015/16 and an increase of 17 defects when compared to the end of Quarter 2.
- 3.20 The number of outstanding defective apparatus defects increased for each PU when compared to the previous quarter. SGN was the only PU to reduce the

number from the numbers in October and November. The number of defects for Scottish Water remains the highest of each of the other PUs. 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 Quarter 3, the total number of outstanding defective reinstatements in Edinburgh was 1,064. A breakdown for each PU is shown in Table 3.21 and Graph 3.21.
- 3.22 Scottish Water continued to reduce the number of outstanding defective reinstatements by the end of Quarter 3. CityFibre became the PU with the largest number of defective reinstatements this quarter. The number of defects increased by 49% from the previous quarter. Scottish Water was the only PU that reduced the number of outstanding defects each month during Quarter 3.
- 3.23 SGN reduced the number of defective reinstatements between the beginning and end of Quarter 3. The number of outstanding defects since the end of 2015/16 has reduced by 57.1%.
- 3.24 Openreach showed an increase in the number of defective reinstatements of 61.6% when compared to Quarter 2.
- 3.25 Scottish Power Energy Networks (SPEN) and Virgin Media have also shown an increase in the number of defective reinstatements since Quarter 2 of 0.9% and 4% respectively.
- 3.26 CityFibre has shown a 49% increase in the number of defective reinstatements since Quarter 2, increasing from 192 to 286 defects. Regular meetings are held with CityFibre to discuss its proposals to remedy this situation.

Registration and Fixed Penalty Notices (FPNs)

- 3.27 All road works on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.28 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.
- 3.29 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 Quarter 2 is shown in Graph 3.29.
- 3.30 The total number of FPNs accepted by PUs in Quarter 3 was 170. A further 44 FPNs were accepted by other agents in relation to Road Occupation Permits e.g. skips, scaffolding, etc.
- 3.31 The reasons for issuing a FPN were due to the following:

- 3.31.1 CityFibre commencing work after the scheduled start date and failure to permanently reinstate its interim temporary reinstatements within six months.
 - 3.31.2 Openreach notice to close or clear works was submitted late and did not permanently reinstate its interim temporary reinstatements within six months.
 - 3.31.3 SPEN undertook work prior to an agreed start date where no early start date was requested and the works closed notice was submitted late.
 - 3.31.4 Scottish Water commenced work without a notice or started late and did not register that work had been completed.
 - 3.31.5 SGN commenced work without a notice being submitted or their work started late.
 - 3.31.6 Virgin Media did not complete their interim reinstatements within the required six months.
- 3.32 These recurring issues have been raised with each PU and the Council has received assurances that training will be carried out to address these matters.

Improvement Plans

- 3.33 Scottish Water, SGN, SPEN, 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 from the Scottish Road Works Register at the end of Quarter 3 (December 2015).
- 3.34 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.
- 3.35 Following analysis of the performance figures for each PU, all five PUs failed to show any significant improvement in performance. A report, on each PU's failure, has been passed to the Scottish Road Works Commissioner for his information. Each PU's performance data was included in the report together with performance information since the end of the official monitoring period. This report detailed their failure to comply with duties under the New Roads and Street Works Act 1991 and, in particular, their failure to achieve satisfactory levels of performance.
- 3.36 A meeting took place with the Scottish Road Works Commissioner on 23 January 2017 where the performance of both the Council and PUs was discussed in detail.
- 3.37 The next actions to be taken regarding poorly performing PUs will follow the guidance given in Chapter 8.5 of the Code of Practice for Inspections. This involves raising a civil and/or criminal remedy following an appropriate grievance

and dispute process. The grievance and dispute process is documented in the Code of Practice for Dispute Resolution and Appeals.

The Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.38 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](#).
- 3.39 The ERWAA was signed on 31 January 2017. The PUs that joined the Council in signing the agreement were SGN, Scottish Water and CityFibre.
- 3.40 Openreach stated they had recently appointed a new contractor and wanted to ensure that their new supplier was fully embedded before consideration to signing the ERWAA could be made. They will however, look to review this in six months time, at which point they should be in a position to provide the Council with a final response.
- 3.41 Virgin Media replied stating that a copy of the ERWAA was currently sitting with their legal team and it was hoping to review their position within the next few months.
- 3.42 SPEN stated that, while recognising the importance of working collaboratively, being a national business it was not practical for them to enter into local agreements and as such SPEN would not be signing the Agreement. While they will continue to deliver existing commitments and targets in accordance with the requirement of national legislation, their organisation is constantly striving to continuously improve service to their customers. On that basis it is their intention to review their performance against the parameters of the ERWAA on a periodic basis.

Actions from January 2017 Committee

- 3.43 In response to action 1, to agree that at least 10% of future inspections are on 'Category A' inspections (ie during the actual roadworks). This is already undertaken as part of the Sample Inspection process and results can be seen in Table 3.12.
- 3.44 In response to action 2, to agree an evaluation of the equality implications of roadworks would be included in future reports. This report is mostly a statistical report on the performance of PUs and is not intended to report on the operational activities of each PU. When site Traffic Management is undertaken the Council ensures that the Temporary arrangements comply with the Safety at Street Works and Road Works a Code of Practice.
- 3.45 When the Locality teams discuss working arrangements with PUs, the impact on all protected characteristics are taken into account and any requirements specific to a site is discussed with PUs or their contractors.
- 3.46 A positive equalities impact of the inspection of PU operations is that, with the regular inspection of PU reinstatements and defects on the road network, will ensure road surfaces are maintained to a satisfactory standard. This affects people

from the following protected characteristics; Age, Disability, Pregnancy Maternity and Children.

3.47 An Equalities Impact Assessment is undertaken for each report to Committee.

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 issue Customer Satisfaction cards in locations where major schemes of work have been undertaken by PUs. Following the Transformation Programme, this should now be carried out by Business Support Services. Discussions are taking place to agree procedures for taking this forward.

5. Financial impact

- 5.1 The revenue streams associated with sample and repeat inspections of failed PU reinstatements did not achieve the budget of £215,229 for Quarter 3. The total fees received from inspection of the failed reinstatements amounted to £149,728 at the end of December 2016. This was as a result of late submissions to the Council's payments unit and it is anticipated that the annual projected fee recovery will be achieved.
- 5.2 The number of failures found, through sample and target inspections of PU reinstatements during Quarter 1, 2 and 3 amounts to £503,244 (£36 per eligible inspection). Some of the failed inspections have yet to be accepted by PUs. It is within their right to decline failures and this results in meetings being held to discuss each of the failures placed onto the Scottish Road Works Register.
- 5.3 The revenue associated with FPNs exceeded the budget (April to December), of £45,446 with the total revenue from the charges levied of £53,557 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 This report is reporting on statistical information only and gives an update on the performance and actions relating to Public Utilities only.
- 7.2 It is believed there will be no enhancement or infringement of rights through the purpose of this report. 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 has 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, Citywide Network Manager

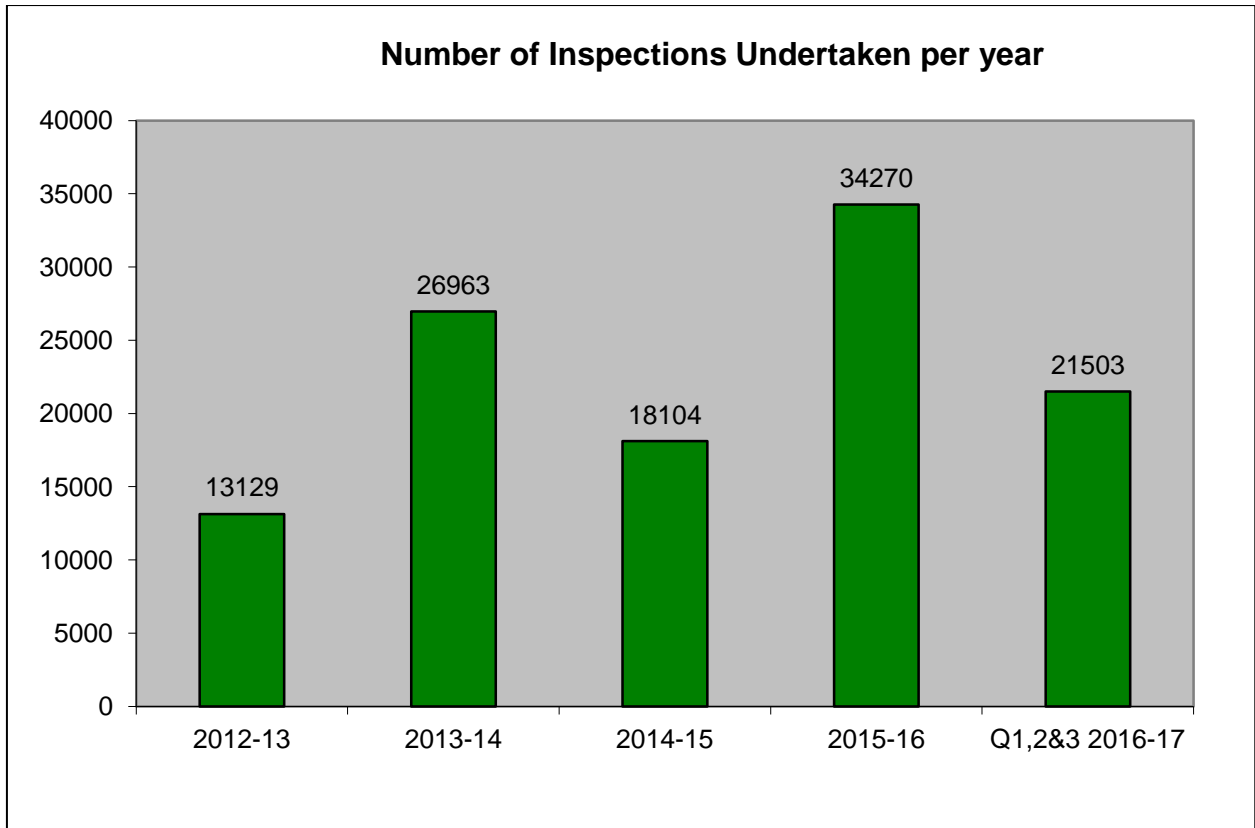
E-mail: stuart.harding@edinburgh.gov.uk | Tel: 0131 529 3704

11. Links

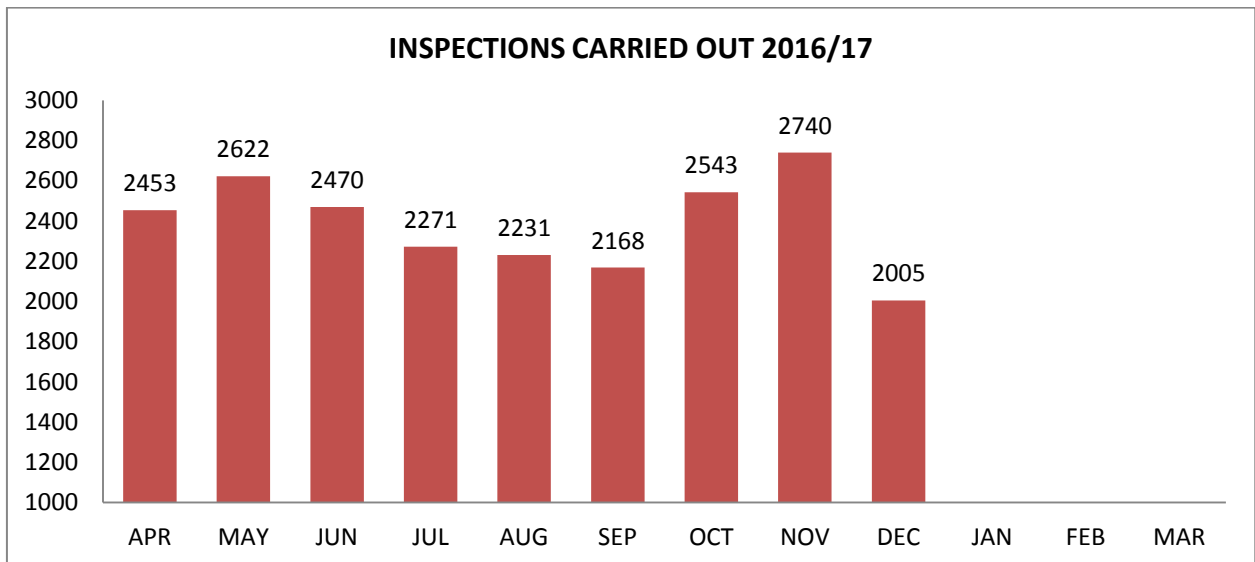
Coalition pledges	P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city. P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council priorities	CP4 - Safe and empowered communities 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	Appendix 1 - Utility Company Performance Information 2016/17

APPENDIX 1

Graph 3.11A



Graph 3.11B



In Quarter 3 there were 7,288 inspections carried out. The estimated target of 20,000 inspections will be achieved this year.

Table 3.12

Average pass rate for ALL PUs

	No of Failures	% Pass Rate
SAMPLE INSPECTIONS	94/406	76.8%
Category A	48/127	62.2%
Category B	33/157	79%
Category C	13/122	89.3%
TARGET INSPECTIONS	390/2187	82.2%
Category A	11/51	78.4%
Category B	303/1241	75.6%
Category C	76/895	91.5%
DEFECTIVE REINSTATEMENTS	425/2415	82.4%

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

Table 3.13

Number of inspections for ALL PUs

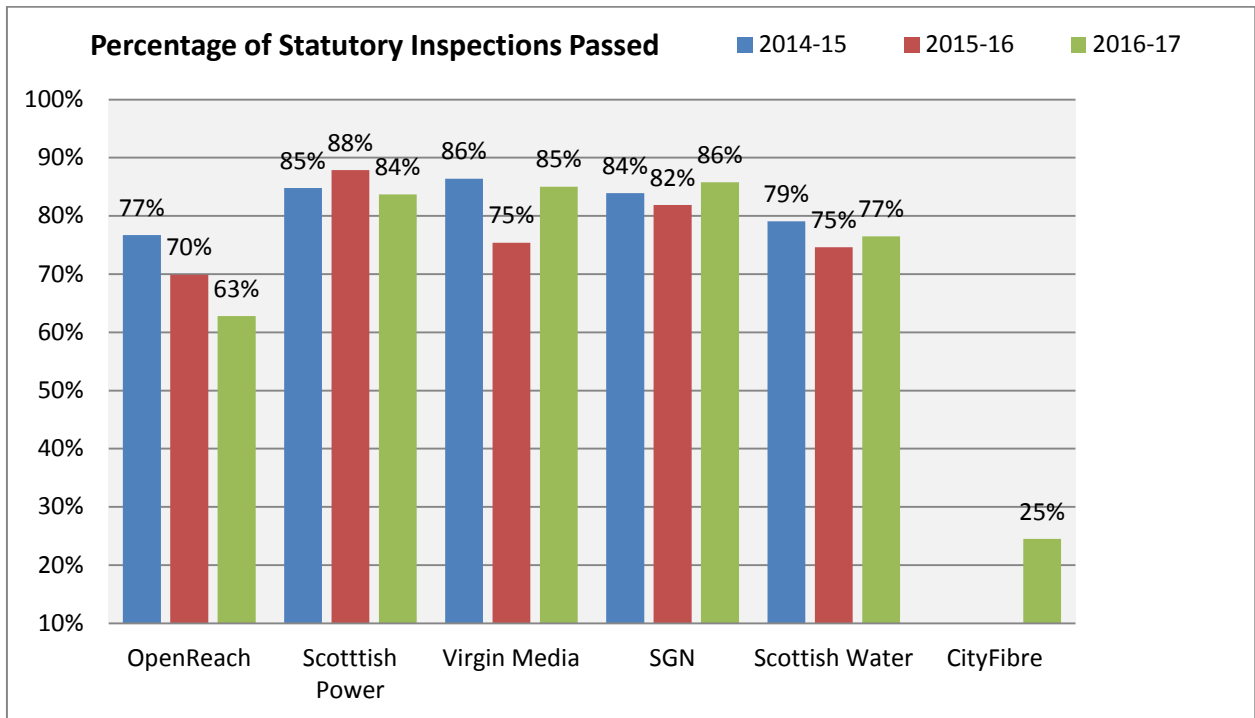
TYPE	CATEGORY A	CATEGORY B	CATEGORY C	OTHER INSPECTIONS	TOTAL
	Inspections during the progress of the works.	Inspection within six months of the work being completed.	Inspection within three months of end of guarantee period.		
SAMPLE INSPECTION	127	157	122	-	406
TARGET INSPECTION	51	1241	985	-	2187
DEFECTIVE APPARATUS	-	-	-	141	141
DEFECTIVE REINSTATEMENT	-	-	-	4199	4199
INSPECTIONS RELATED TO CORING	-	-	-	122	122
OTHERS	-	-	-	233	233
TOTAL	178	1398	1017	4695	7288

Table 3.14

The table below shows the average percentage pass rate for Sample Inspections for each PU during Quarter 3. The target minimum pass rate for all PUs is 90%.

	Openreach	SPEN	Virgin Media	SGN	Scottish Water	City Fibre	Average
Pass Rate	63%	84%	85%	86%	77%	25%	70%

Graph 3.14



No PU achieved the target pass rate of 90% by the end of Quarter 3.

Graph 3.17

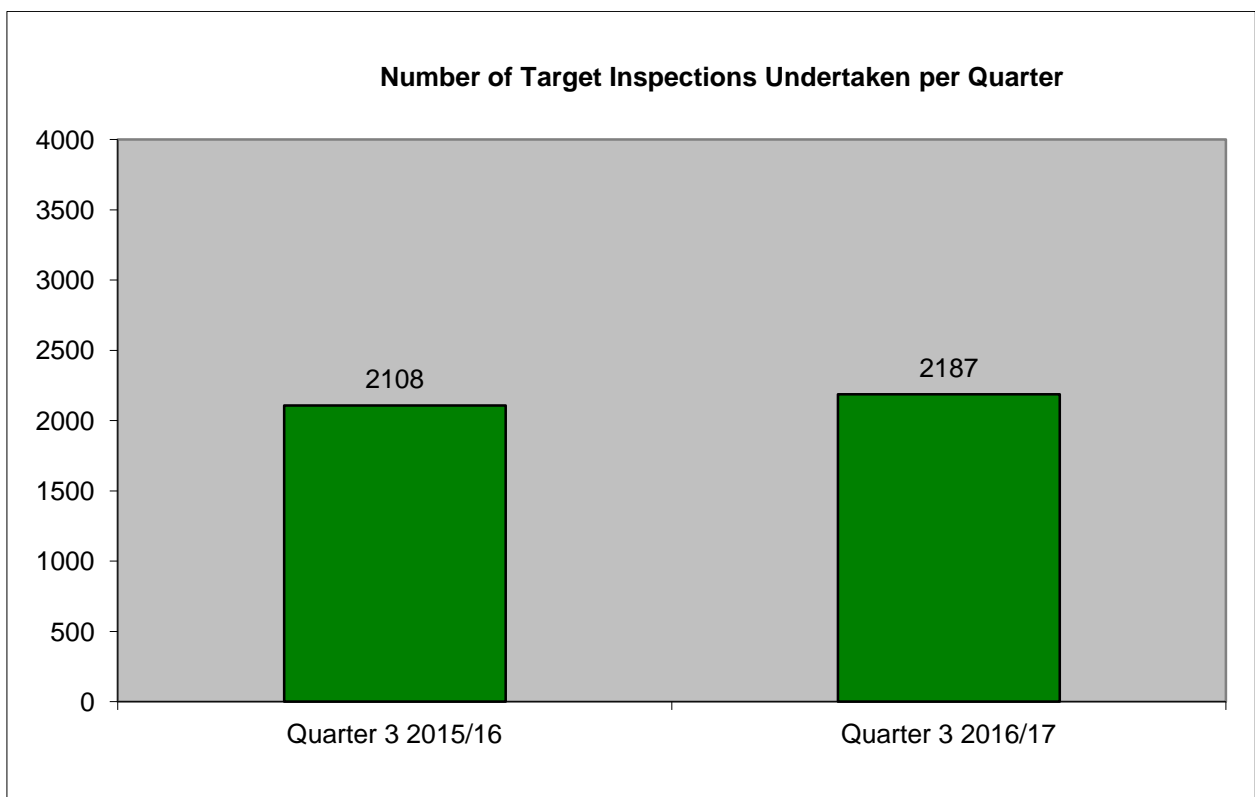
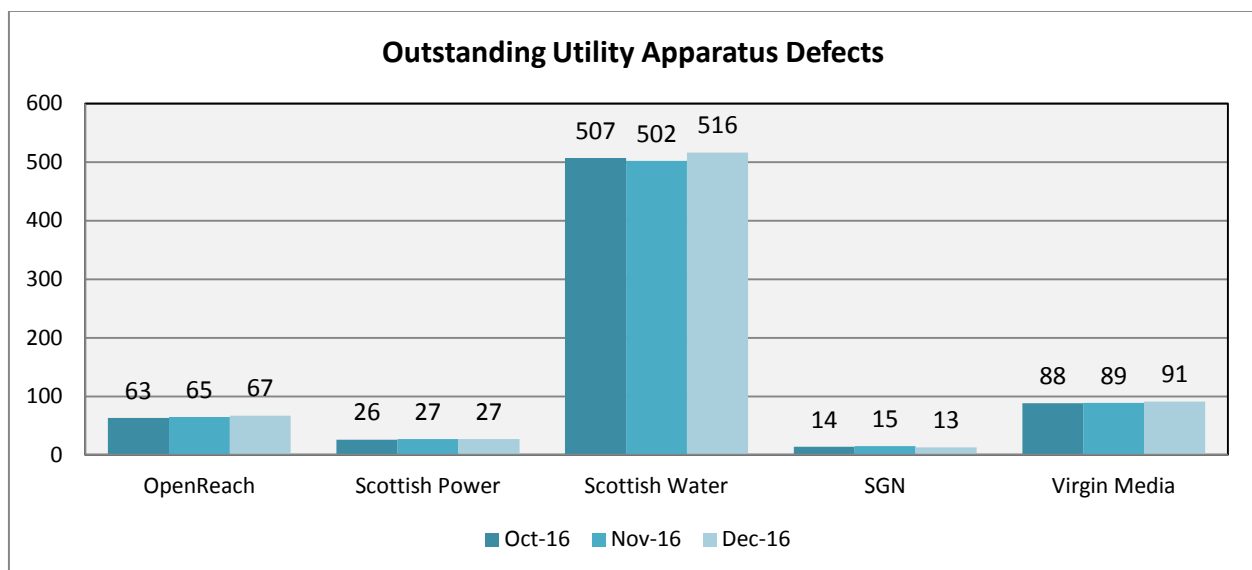


Table 3.18

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

Utility	Q4 (2015/16)	Q1 (2016/17)	Q2 (2016/17)	Q3 (2016/17)	Difference Q2 to Q3
SGN	11	14	10	13	3 (30%)
Scottish Water	415	482	499	516	17 (3.4%)
Openreach	45	56	64	67	3 (4.6%)
SPEN	15	19	25	27	2 (8%)
Virgin Media	79	82	85	91	6 (7.1%)
Totals	565	653	683	714	31 (4.5%)

Graph 3.19



The number of outstanding defects for Scottish Water (at 516) remains a long standing issue, which has been raised as a specific concern and included in their Stage 2 Improvement Notice.

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 and Quarter 3 of 2016/17.

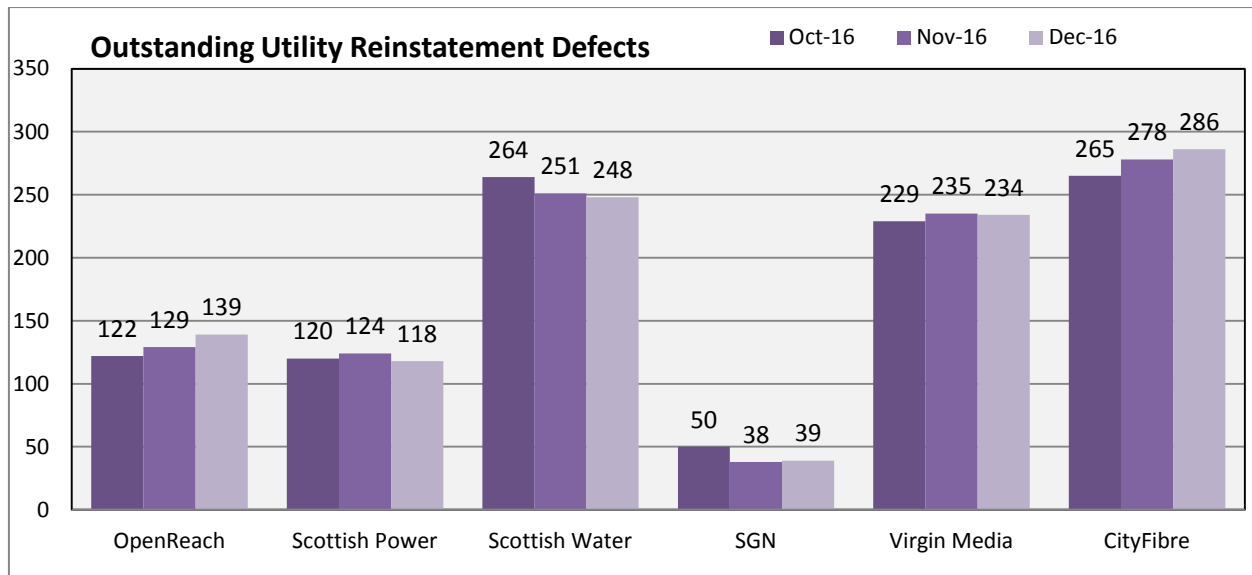
PU	End of 2012/13	End of 2013/14	End of 2014/15	End of 2015/16	Quarter 3 of 2016/17
Openreach	53	51	144	45	67
SGN	22	8	21	11	13
SPEN	8	5	26	15	27
Scottish Water	582	470	462	415	516
Virgin Media	27	19	20	79	91

Table 3.21

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

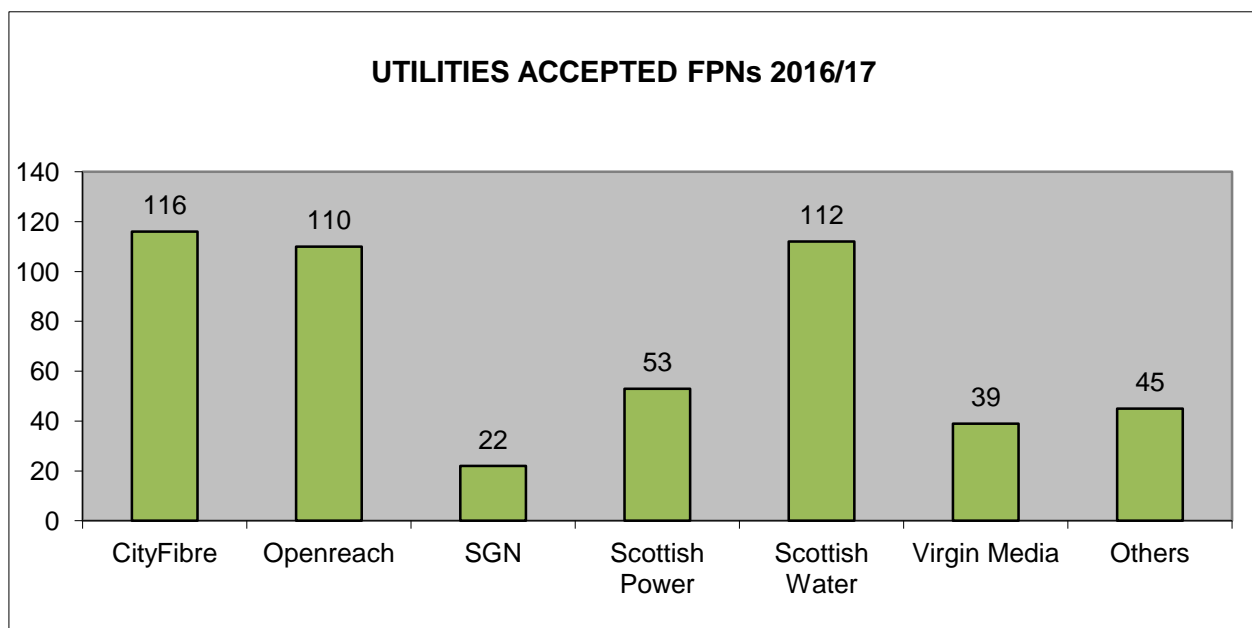
Utility	Q4 (2015/16)	Q1 (2016/17)	Q2 (2016/17)	Q3 (2016/17)	Difference Q2 to Q3
SGN	91	60	55	39	-16 (-29.1%)
Scottish Water	344	332	266	248	-18 (-6.8%)
Openreach	182	108	86	139	53 (61.6%)
SPEN	124	133	117	118	1 (0.9%)
Virgin Media	165	230	225	234	9 (4%)
CityFibre	44	161	192	286	94 (49%)
Totals	950	1024	941	1064	123 (13.1%)

Graph 3.21



The number of outstanding defective reinstatements has increased during Quarter 3.

Graph 3.29



CityFibre, Scottish Water and Openreach were issued with the highest number of Fixed Penalty Notices in Quarter 3.

Transport and Environment Committee

10.00am, Tuesday, 21 March 2017

Parking on Polwarth Terrace, Edinburgh

Item number	8.3
Report number	
Executive/routine	Routine
Wards	10 - Meadows/Morningside

Executive Summary

At its meeting of [25 August 2015](#), Committee considered a report on parking on Polwarth Terrace.

In response to a Motion from Councillor McInnes, officers investigated the potential to add parking provision on Polwarth Terrace. The resulting report recommended that Committee recognise the importance of keeping this street, part of the city's arterial road network, free of parked vehicles.

Committee asked that the report be continued, in order to allow local ward members, officers and constituents to meet and discuss the issues raised and identify a way forward.

This report explains the results of that further discussion and details the resulting actions.

Links

Coalition Pledges

Council Priorities [CP9](#), [CP11](#)

Single Outcome Agreement [SO4](#)

Parking on Polwarth Terrace, Edinburgh

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report and its appendices; and
 - 1.1.2 approves the commencement of the legal process required to introduce, on an experimental basis, the parking places detailed within this report.

2. Background

- 2.1 In August 2015 Committee considered a report that looked at the potential for introducing parking places on Polwarth Terrace.
- 2.2 Residents of Polwarth Terrace had contacted Councillor McInnes, asking that the Council recognise their need for parking places near to their homes. In response, Councillor McInnes submitted a Motion, requesting that the Council investigate whether there was potential to allow parking to be provided on Polwarth Terrace.
- 2.3 The report recognised the importance of Polwarth Terrace as one of Edinburgh's arterial routes and as a bus route. Based on the available road width and the potential for traffic to be impeded by parked or manoeuvring vehicles, the report recommended that no parking places should be introduced.
- 2.4 Committee agreed that the decision be deferred until officers, local members and their constituents had an opportunity to further discuss the issues and identify a way forward.

3. Main report

- 3.1 In August 2015, Committee considered a report on the potential to introduce parking places on Polwarth Terrace between its junctions with Harrison Road and Gray's Loan.
- 3.2 That report looked in detail at the nature of Polwarth Terrace and considered the potential impact upon this arterial route if parking places were to be introduced. The report also considered the demand level for parking places on this street in terms of the number of permits issued to residents and the general availability of space in neighbouring streets.

- 3.3 At that time there were two permit holders in the area in question, with approximately 240 unused permit spaces in streets directly adjacent to Polwarth Terrace. At the time of writing this report, there are still only two permit holders.
- 3.4 Having considered the information presented, Committee determined that the report should be continued to allow further discussion to take place in order to find a solution.
- 3.5 With those discussions having now taken place, it was agreed that the Council would implement, on an experimental basis, a small number of shared-use parking places on Polwarth Terrace. Recognising the importance of this street as both a bus route and an artery to and from the city centre, it is proposed that these parking places should operate outwith the peak hours, i.e. between 9.15am and 4.30pm.
- 3.6 Under an experimental order the measures are trialled over a period of 18 months. If the measures are considered to have been a success, then a further traffic order must be promoted in order to make the measures permanent. Should it be considered that the measures have not been a success, then the experimental order will lapse and any physical measures would need to be removed.
- 3.7 In this case, the experimental order will place three shared-use parking places along the south-east kerbline of Polwarth Terrace. During the experimental period these parking places will be available for use by permit holders and by pay-and-display customers during the permitted hours. These parking places will create parking opportunities, improving accessibility for residents and their visitors.
- 3.8 The effectiveness of these parking places will be monitored during the experimental period in order to determine what effect their presence has on traffic movement. The results of the monitoring will be reported to a future meeting of this Committee in order to determine an appropriate course of action.
- 3.9 A plan showing the proposed layout of parking in Polwarth Terrace can be found in Appendix 1 to this report.

4. Measures of success

- 4.1 The processing of an experimental order will allow the Council to gauge the effectiveness of the parking places in improving accessibility for residents against the potential impacts on the movement on traffic.

5. Financial impact

- 5.1 The costs involved in progressing the required traffic order and in providing the required signs and road markings, will be met from within the existing Parking budget.

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. A full assessment of the proposals contained within the draft PAP has been prepared. With the next stage in the process of adopting the PAP being detailed consultation, it is proposed that the current ERIA be considered as a live document that will be updated and amended as the process progresses.
- 7.2 Further consideration will also be given to the potential impacts of the pricing strategy as that strategy is developed.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

9. Consultation and engagement

- 9.1 The recommendations within this report have arisen from discussions held between Council officers, elected members and residents of Polwarth Terrace.
- 9.2 Further consultation will be carried out as part of the process to promote an experimental traffic regulation order. That process allows for two separate stages of consultation, where representations can be made by any person interested in or affected by the proposal.

10. Background reading/external references

None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges

Council Priorities

CP9 - An attractive city

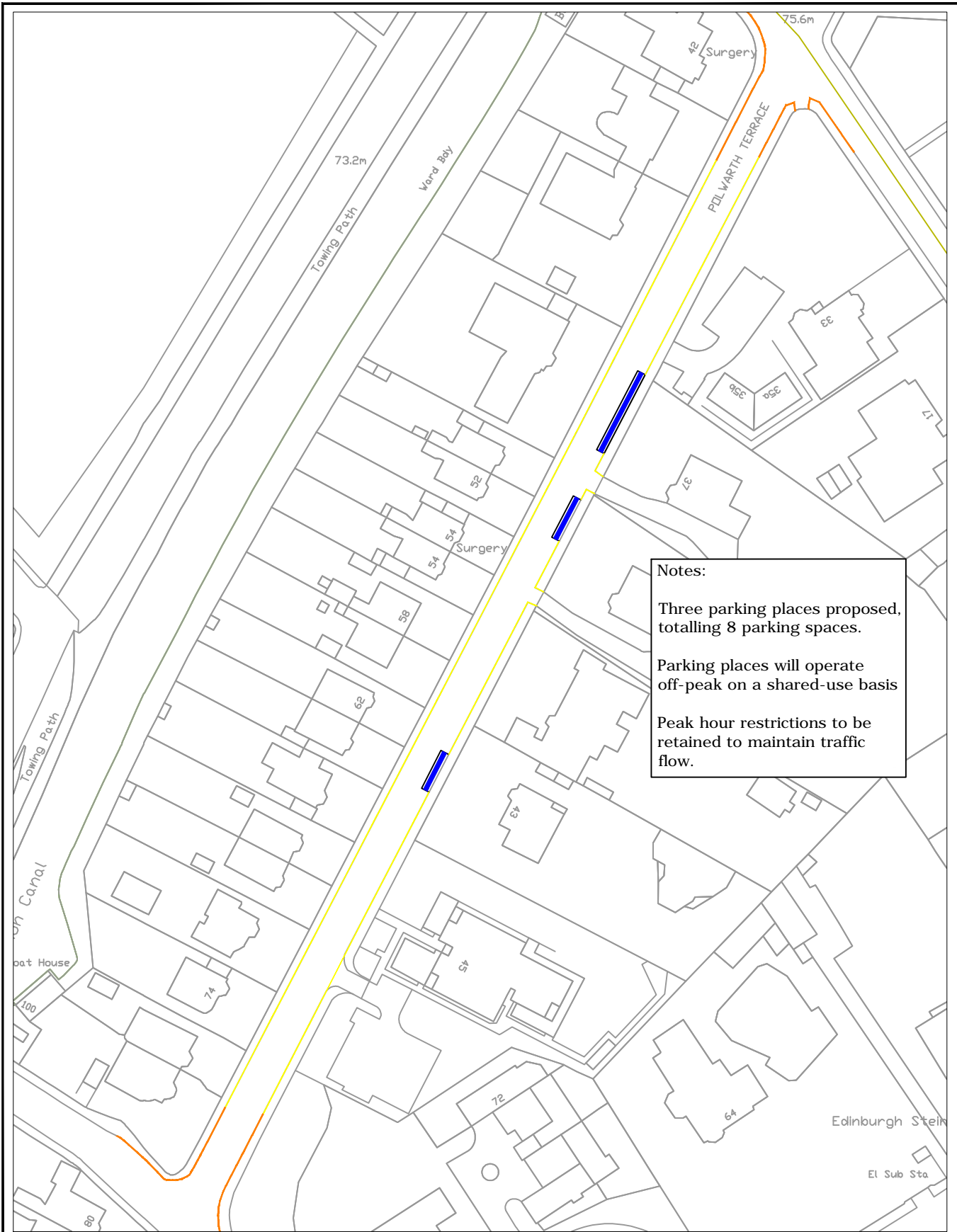
CP11 - An accessible connected city

Single Outcome Agreement

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

Appendices

1 - Proposed Parking Layout



Notes:

Three parking places proposed, totalling 8 parking spaces.

Parking places will operate off-peak on a shared-use basis

Peak hour restrictions to be retained to maintain traffic flow.

- Key:
- Proposed off-peak Shared-Use parking places
 - Double Yellow Lines
 - Single Yellow Lines

Polwarth Terrace
Edinburgh

EDINBURGH THE CITY OF EDINBURGH COUNCIL	
SERVICES FOR COMMUNITIES 248 HIGH STREET EDINBURGH EH1 1YJ TEL: 0131 469 3655 OR 3768	PARKING OPERATIONS TRAFFIC ORDERS AND PROJECT DEVELOPMENT
DATE: Jan 2017 SCALE: NTS	DRAWN BY: Parking CHECKED BY: Parking
Drg. No. _____	

Transport and Environment Committee

10.00, Tuesday, 21 March 2017

Priority Parking in South Morningside

Item number	8.4
Report number	
Executive/routine	Routine
Wards	10 - Meadows/Morningside

Executive Summary

The South Morningside Priority Parking Area (PPA), known as B2, was introduced in 2012. Since that time, the Council has received a number of representations from residents living in the streets to the east of the area regarding problems with parking. Parking concerns were also highlighted during a separate consultation, run by the Locality Roads Team that related to a number of traffic management proposals. These included 20mph streets, the introduction of a one-way system on Braidburn Terrace, problems on Greenbank Lane and possible improvements to traffic signals in the area.

As a result, a further informal consultation was conducted with residents (approximately 300 households in the area concerned) regarding a possible extension to B2.

The results of the consultation are reviewed in more detail within this report and reveal strong support for an extension to B2.

Links

Coalition Pledges

Council Priorities [CP4](#), [CP11](#) and [CP12](#)

Single Outcome Agreement [SO4](#)

Priority Parking in South Morningside

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the results of the consultation process, and
 - 1.1.2 commences the legal process required to extend the B2 Priority Parking Area (PPA).

2. Background

- 2.1 At its meeting on [21 February 2012](#), the Transport, Infrastructure and Environment Committee approved the introduction of the B2 PPA in South Morningside.
- 2.2 Since that time, and with only a few minor adjustments, the scheme has been successful in helping local residents to park closer to their homes.
- 2.3 Following representations from residents living to the east of B2, as well as the results of the separate traffic management consultation which elicited numerous responses regarding parking problems, it was considered appropriate to consult with residents on the possible extension of the PPA into other streets.

3. Main report

- 3.1 The informal consultation began on 6 June 2016 when a letter was delivered to approximately 300 households within the area concerned. A map of the area can be found in Appendix 1.
- 3.2 The consultation period ran until 1 July 2016 and a total of 106 responses were received. From this number, responses were received from 79 households within the area, a return rate of around 26%. This is considered to be a good rate of return for an exercise of this nature.
- 3.3 An initial review of the responses revealed that 78 respondents (73%) support an extension to B2, 22 people (21%) are opposed to such an extension, three people (3%) suggested that the Controlled Parking Zone (CPZ) should be extended instead and a further three people (3%) submitted general comments without indicating a preference.

- 3.4 A more detailed review of the respondents revealed that 86 live within the proposed area, 19 live within the original B2 Area and one person, who submitted a general comment, did not provide address details.
- 3.5 Of the 86 responses received from people living within the area concerned 64 residents (74%) support an extension to B2, 18 people (21%) are opposed to it, three people (3%) want the CPZ to be extended and one (1%) made a general comment.
- 3.6 A breakdown of the number of residents who support and oppose the proposals from each street within the area concerned is provided in Table 1 below.

Street	Support	Oppose
Braid Avenue	1	-
Braid Road	3	2
Braidburn Crescent	5	3
Braidburn Terrace	1	-
Cluny Drive	19	5
Cluny Gardens	2	2
Corrennie Gardens	9	1
Greenbank Place	-	-
Hermitage Drive	10	1
Midmar Avenue	4	-
Midmar Drive	2	-
Midmar Gardens	11*	4
Total	67	18

*including 3 people who support an extension to the CPZ

Table 1: Support and Opposition within the Proposed Area

- 3.7 Of the 19 respondents that live outside the area in question; 14 support an extension of the scheme, four oppose the proposals; and one person made general comments.
- 3.8 The main reasons, and the number of times they were mentioned by respondents, for supporting the extension of B2 are:
- the negative impact of current commuter or long-term non-residential parking (47);
 - residents not being able to park close to their homes (27); and
 - visitors and trades persons not being able to park nearby (11).
- 3.9 Residents have reported that commuters arrive throughout the day and, if residents move their vehicle during the day, they have difficulty parking near their homes when they return. It is also suggested that commuters park for long periods of time, preventing a turnover of spaces for residents, their visitors, trades people or those making deliveries in the area.

- 3.10 There are other parking related problems which have been raised in support of the PPA extension. These include firstly inconsiderate parking adjacent to driveways reducing ease of access and visibility. Secondly, there are concerns regarding the ability of older people or those with young children to find a parking place near their homes and the likely negative impact this may have on their quality of life. There are also concerns regarding road safety, pollution and improving accessibility for visiting carers.
- 3.11 A full list of the reasons, along with the number of times they were raised during the consultation, is provided in Appendix 2.
- 3.12 The main reasons, and the number of times they were mentioned by respondents, for opposing the extension to B2 are:
- priority parking does not fix any problems it just moves them to another location (9);
 - there are already more than enough parking places available for everyone who needs to park in the area (8); and
 - priority parking makes it harder for people to get a parking space (8).
- 3.13 The main aim of Priority Parking is to make it easier for residents to park closer to their homes. It does not aim to remove all non-residential parking demands from an area but manage parking by ensuring some kerbside space is available for resident's use outside their homes and that space is not entirely occupied by commuter vehicles.
- 3.14 To facilitate this there needs to be a sufficient number of parking places to allow permit holders to park near their homes. However, providing too many parking places will create unused bays and may move parking pressures to other streets. By keeping the number of permits purchased and spaces available under review, Priority Parking has been successful in other areas helping residents park closer to their homes.
- 3.15 The second main objection is from residents who consider that there is already sufficient space available for everyone who needs to park in the area. That view is likely to depend on a number of factors such as household composition, access to off-street parking, the number of vehicles in a household, the distance people are willing, or able, to walk to their vehicle and individual parking patterns.
- 3.16 For some, finding a parking space in another street will not be a problem while for others this could be difficult. The aim of Priority Parking is to be flexible and help those residents who wish to purchase a parking permit to park nearer their homes, while not compelling everyone in an area to purchase a permit if they choose not to do so.

- 3.17 The third reason is suggested by residents who consider that Priority Parking will make it harder for them to park. As discussed above, the aim of Priority Parking is to help residents park closer to their homes. The approach taken is to provide a similar number of parking places to the number of residents who have indicated they support, and will use, the parking places during the day. This reduces the likelihood of too many places being provided while maintaining opportunities for residents who do not wish to purchase a parking permit, to park in their street.
- 3.18 A number of other concerns were also raised regarding the extension of Priority Parking and these include the additional cost for residents of purchasing parking permits, the impact this may have on teachers and employees working in South Morningside Primary School and a desire for alternative measures to be introduced instead, such as introducing a Park and Ride facility at Fairmilehead or changes to the existing parking controls.
- 3.19 Permit prices in PPA are lower than within the CPZ to reflect the reduced hours of control. Furthermore, it is a resident's choice whether they wish to purchase a parking permit or not as unrestricted spaces will remain around the area which can accommodate non-permit holders.
- 3.20 Priority Parking is a low-cost solution which can effectively address local parking problems, while a Park and Ride site would incur considerable costs without any guarantee that it would reduce commuter parking pressures in this locality. The majority of respondents to this consultation consider that extending the parking controls will have a more positive result than reducing them.
- 3.21 A full list of the reasons opposing the extension along with the number of times they were raised during the consultation is provided in Appendix 3.
- 3.22 The results of the informal consultation clearly demonstrate that there is strong local support for an extension to B2.
- 3.23 Furthermore, the main reasons given for supporting the extension of Priority Parking i.e. to address commuter and long-term parking problems which prevent residents, their visitors or trades people from parking close to their homes, align well with the types of problems that Priority Parking was developed to tackle.
- 3.24 This being the case, it is proposed that Committee give consideration to commencing the legal process required to extend B2 in South Morningside.

4. Measures of success

- 4.1 The measures of success of extending B2 include:
- Improving parking opportunities for residents, their visitors, businesses, trades people and those making deliveries in the area;

- Improving the quality of life for those living in the South Morningside Area; and
- Better management of where non-residential parking can take place.

5. Financial impact

- 5.1 The costs associated with the extension of the PPA within South Morningside will be met from within existing Parking Operations budgets.

6. Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risks, 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 their visitors to the area. This may have a positive impact on some people within the scope of the protected characteristics of; age, disability and pregnancy and maternity.
- 7.3 Managing parking opportunities better in the area will enhance accessibility and help:
- older residents who may not be able to walk far to their vehicle or to a vehicle collecting them;
 - disabled people by improving parking access near their homes and improving opportunities for their carers; and
 - pregnant ladies or people with children park closer to their homes and improve their quality of life.

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 the extension of the PPA will help reduce carbon emissions from residents' vehicles as parking controls may reduce the time taken for them to find a parking space near to their homes. However, such a change is likely to be extremely small and difficult to measure making reporting any impacts challenging.
- 8.3 In addition, as residents' parking permit prices are linked to the CO2 emissions or engine size of a vehicle, the B2 extension may encourage people to consider switching to more environmentally-friendly vehicles.

9. Consultation and engagement

- 9.1 The recommendations contained within this report have been brought forward as a result of representations received from local residents, the results of the Locality Roads Team traffic management consultation and the outcome of the informal consultation process on the extension of the PPA. These proposals have also been developed after discussions with local elected members for the Meadows/ Morningside ward.
- 9.2 This report contains the results of an informal consultation and recommends the commencement of the necessary statutory procedure to extend parking controls in South Morningside. This process will provide residents, and any interested party, with a further opportunity to comment on or formally object to the proposals.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

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11. Links

Coalition Pledges

Council Priorities

CP4 - Safe and empowered communities

CP11 - An accessible connected city

CP12 - A built environment to match our ambition

Single Outcome Agreement

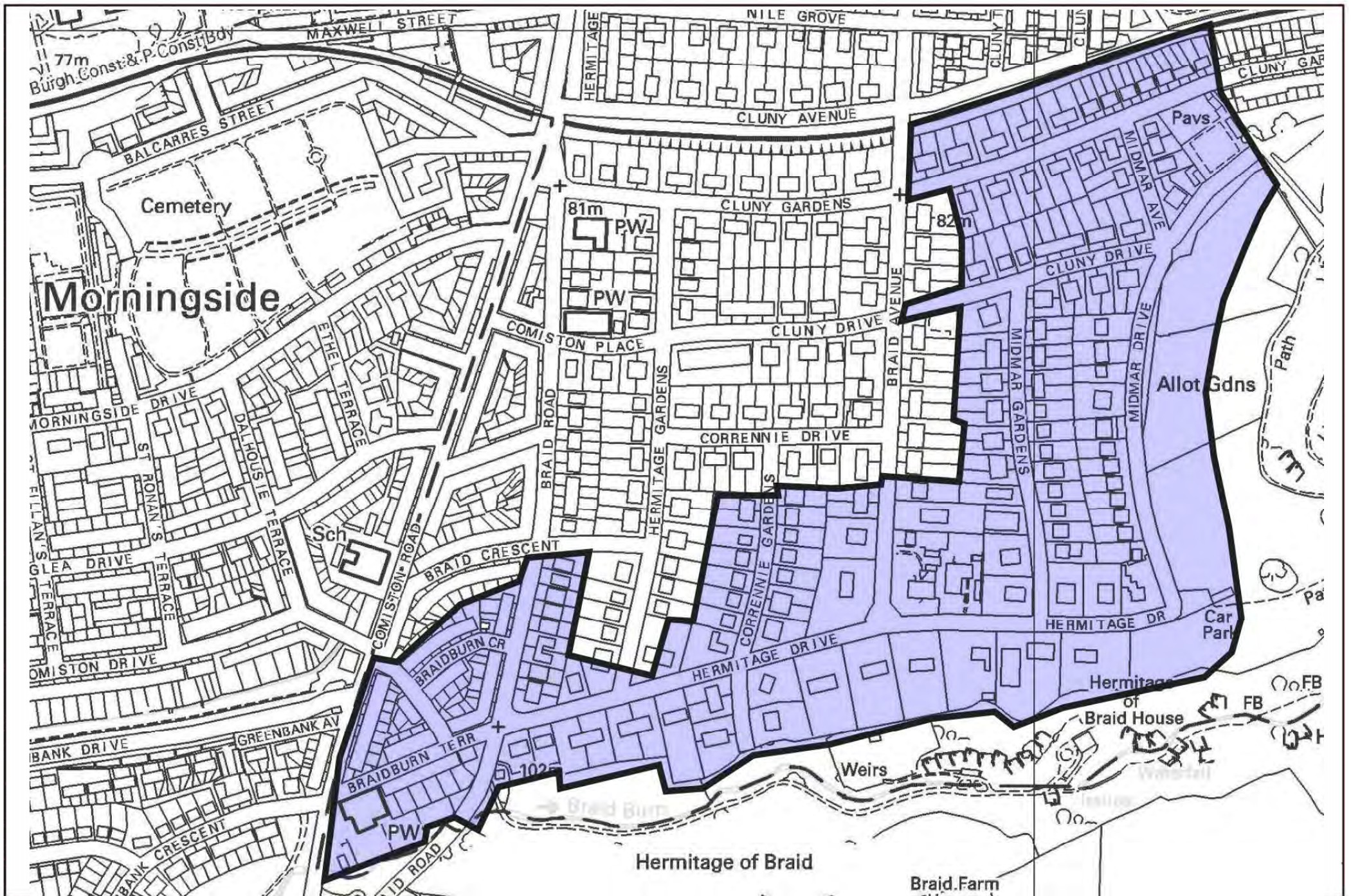
SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices

1: Proposed Extent of Extension to Priority Parking Area B2

2: Reasons for Supporting an Extension to the B2 Priority Parking Area

3: Reasons for Opposing an Extension to the B2 Priority Parking Area



Proposed Extent of extension to:
Priority Parking Area B2

Scale: N.T.S.



Date: May 2016

Drawn By: AJM

Drawing No:

Appendix 2: Reasons for Supporting the Priority Parking Extension

No.	Reason	Number
1	Commuter or long-term non-residential parking problems	47
2	Parking is very difficult	27
3	Difficult for trades people and visitors to park	11
4	Certain streets used as short cuts so cars are speeding and making it dangerous	9
5	Vehicles park close to drives	8
6 =	Mini roundabout makes it already hard to see traffic	7
6 =	Priority parking moves the issue to another area and doesn't fix it	7
8	Wants CPZ extended	6
9 =	Single yellow line (8am to 6pm Mondays to Fridays) should be introduced beyond the residents' priority spaces in Hermitage Drive	5
9 =	The single track and junction makes it harder to see vehicles coming	5
9 =	Older residents can't get near their homes	5
12	Improve sight-lines for driveways on south side of Hermitage Drive	4
13 =	Lack of park and ride facility at Fairmilehead makes our parking issue worse	3
13 =	More controlled parking	3
13 =	Change single yellow line on Braid Road to parking places - it has increased traffic speed and made it more dangerous	3
13 =	Priority Parking should be introduced to all streets	3
13 =	Having young children and not getting a space outside house makes things harder	3
13 =	Wants DYL over driveway	3
13 =	Trailers, taxis, vans and even a glider are stored in area	3
13 =	Parking places outside 4 and 4A Hermitage Drive	3
21 =	Make Braidburn Terrace a one-way street	2
21 =	Wants parking places outside 1-3 Hermitage Drive	2
21 =	Supports single yellow line, 8am to 6pm Monday to Friday, outside 6 Hermitage Drive on south	2
21 =	Lack of pedestrian crossing points at mini-roundabout	2
21 =	Speed of traffic on Hermitage Drive	2
21 =	Since the introduction of Priority Parking it has been harder to get a parking space	2
27 =	Pollution is high in certain areas at rush hour	1
27 =	The times of the new parking bays would not help - make it longer	1
27 =	Repaint white lines	1
27 =	Vehicles park in bus stops on Cluny Gardens	1
27 =	Parking permits cost too much and adds to the Council's revenue	1
27 =	This will improve road safety and reduce accidents	1
27 =	Improves access for carers	1
27 =	Yellow lines and Priority Parking on Hermitage Drive and Midmar Drive to assist traffic flow	1
27 =	Introduce yellow lines on Braid Road between roundabout and hotel	1
27 =	Accidents and road safety concerns at junction of Hermitage and Midmar Drive	1
27 =	Reduce congestion and improve visibility	1
27 =	Prevent non-residents dropping litter	1
27 =	Parking on Midmar Avenue is dangerous	1
27 =	Jordan Lane car garage dumps vehicles in area	1
27 =	Include parking places in Corrennie Gardens cul-de-sac	1
	Total	192

Appendix 3: Reasons for Opposing the Priority Parking Extension

No.	Reason	Number
1	Priority parking moves the issue to another area and doesn't fix it	8
1=	There is more than enough parking for everyone	8
3	Priority parking makes it harder to get a parking space	7
4	Parking permits cost too much and adds to the Council's revenue	6
5	People working nearby (teachers) will not have anywhere to park	5
6 =	Lack of park and ride facility at Fairmilehead makes our parking issue worse	2
6 =	Reduce the length of double yellow lines	2
6 =	Take the CPZ away from certain areas to create space instead	2
6 =	Commuter parking is only a result of the CPZ extension in the Grange area	2
10 =	Certain streets used as short cuts so cars are speeding and making it dangerous	1
10 =	Visitors can't get parked	1
10 =	The single track and junction makes it harder to see vehicles coming	1
10 =	Do not have problems parking but has got harder since PP introduced	1
10 =	Another tax on cars	1
10 =	Do not have any parking problems	1
10 =	Yellow lines on Braid Road have increased traffic speed and created parking problem	1
10 =	Whole street should be controlled 1.30-3	1
10 =	Driving on Hermitage Drive is unsafe where commuter parking has developed near the junction with Braid Road. This is a major route and the number of near misses and broken wing mirrors is increasing.	1
10 =	Pulling out of Corrennie Gardens into Hermitage Drive is increasingly difficult due to lack of visibility and speed of vehicles	1
10 =	Wants CPZ extended	1
10 =	Concerned about parking for Hermitage Cafe	1
10 =	All the houses in Hermitage Drive have driveways	1
10 =	Do not object to people parking in the street if they find a space	1
10 =	Additional bureaucratic burden on carers, trades people and visitors	1
	Total	57