

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday 17 May 2018

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

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

Contacts

Email: veronica.macmillan@edinburgh.gov.uk
rachel.gentleman@edinburgh.gov.uk

Tel: 0131 529 4283 / 0131 529 4107

1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Transport and Environment Committee 9 March 2018 – submitted for approval as a correct record (circulated)

5. Forward Planning

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

6. Business Bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Petition for consideration - Improving Parking in the Leith Central Area (LCA) – report by the Chief Executive (circulated)
- 7.2 Delivering the Local Transport Strategy 2014-2019: Parking Action Plan – report by the Executive Director of Place (circulated)
- 7.3 Petition for a Park and Ride Site at Lothianburn – Follow Up Report – report by the Executive Director of Place (circulated)
- 7.4 Central Edinburgh Transformation - Progress Report – report by the Executive Director of Place (circulated)
- 7.5 Implementation of Active Travel and Street Design Principles in Road and Footway Renewals – report by the Executive Director of Place (circulated)
- 7.6 Decriminalised Traffic and Parking Enforcement in Edinburgh – report by the Executive Director of Place (circulated)
- 7.7 Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order – report by the Executive Director of Place (circulated)
- 7.8 Objections to the Traffic Regulation Order (TRO/17/73) – Parking in the Dumbiedykes and Pleasance Areas – report by the Executive Director of Place (circulated)

- 7.9 'A' Boards and Other Temporary On-street Advertising Structures – report by the Executive Director of Place (circulated)
- 7.10 Developing Low Emission Zones in Edinburgh – report by the Executive Director of Place (circulated)
- 7.11 Urban Gull Control Options – report by the Executive Director of Place (circulated)
- 7.12 Winter Maintenance Review – report by the Executive Director of Place (circulated)
- 7.13 Waste and Cleansing Policies Assurance Statement – report by the Executive Director of Place (circulated)
- 7.14 Edinburgh Playing Out Pilot Evaluation – report by the Executive Director of Place (circulated)
- 7.15 Appointment of Auditor to Lothian Buses – report by the Executive Director of Place (circulated)
- 7.16 Implementing the Programme for the Capital: Coalition Commitments – report by the Executive Director of Place (circulated)

8. Routine decisions

- 8.1 Tourism and Communities Working Group – referral from the Culture and Communities Committee (circulated)
- 8.2 Age Limitations and Emissions Standards for Taxis and Private Hire Cars – referral from the Regulatory Committee (circulated)

9. Motions

- 9.1 If any

Laurence Rockey

Head of Strategy and Insight

Committee Members

Councillors Macinnes (Convener), Doran (Vice-Convener), Arthur, Bird, Booth, Bruce Burgess, Cook, Douglas, Gloyer and Key.

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 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 Veronica MacMillan or Rachel Gentleman, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4283/4107, email: veronica.macmillan@edinburgh.gov.uk / rachel.gentleman@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.

Webcasting of Council meetings

Please note this meeting may be filmed for live and subsequent broadcast via the Council's internet site – at the start of the meeting the Convener will confirm if all or part of the meeting is being filmed.

Please be aware that the Council is a Data Controller under the Data Protection Act 1998. Data collected during this webcast will be retained in accordance with the Council's published policy including, but not limited to, for the purpose of keeping historical records and making those records available via the Council's internet site.

Generally, the public seating areas will not be filmed. However, by entering the meeting room and using the public seating area, you are consenting to being filmed and to the use and storage of those images and sound recordings and any information contained in them for web casting and training purposes and for the purpose of keeping historical records and making those records available to the public.

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

If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services on 0131 529 4210 or committee.services@edinburgh.gov.uk.

Transport and Environment Committee

2.00pm, Friday 9 March 2018

Present

Councillors Macinnes (Convener), Booth, Bruce, Burgess, Kate Campbell (substituting for Councillor Barrie), Child (substituting for Councillor Arthur), Cook, Fullerton (substituting for Councillor Key), Gloyer, Mowat (substituting for Councillor Douglas) and Watt (substituting for Councillor Doran).

1. Finalised Strategy for Setted Streets

1.1 Deputation

The Committee agreed to hear a deputation from Ms Diana Cairns and Dr Margaret Munro on behalf of Portobello Amenity Society and Portobello Heritage Trust in relation to the report by the Executive Director for Place on the finalised strategy for setted streets.

The deputation highlighted the following:

- their support for the strategy, specifically the desire to retain setted streets in the Portobello area and their opposition to removing setts to be replaced with asphalt surfaces.
- the majority of residents they had engaged with had also expressed support for the retention of setted streets.
- a recent petition which had garnered significant support for retaining setts.
- the integral importance of setted streets for Edinburgh's townscape and the character of the city, particularly throughout its conservation areas.
- the practical benefits of setts such as their durability and longevity meaning they were more sustainable than alternative surfaces as they did not require maintenance or replacement often.
- the desire for a smooth transition and effective traffic management while work was being carried out at Brighton Place.

The deputation requested the Committee considered the following:

- to support the strategy outlined in the report by the Executive Director of Place and ensure that setted streets were retained.

1.2 Report by the Executive Director of Place

Following the completion of further consultation and engagement, the final Strategy for Setted Streets was presented to the Committee. The results of the consultation

exercise and details regarding the funding for the care and maintenance of setts were set out in the report by the Executive Director of Place.

The key principles of the strategy, set out in Appendix 2 of the report by the Executive Director of Place, included the cultural and economic value of setts, traffic management considerations and the contribution to place-making by enhancing the relationship between streets and buildings in Edinburgh.

Decision

- 1) To note the report highlighting further information on the agreed actions.
- 2) To approve the finalised strands of work and the principles for setted streets as detailed in appendix 2 of the report by the Executive Director of Place.
- 3) To note the incorporation of the principles into the Edinburgh Street Design Guidance Fact Sheet for setts and its subsequent inclusion into Part C Detailed Design Manual for the Edinburgh Street Design Guidance previously approved by the Transport and Environment and Planning Committees.
- 4) To note the close partnership working and input of Historic Environment Scotland, Edinburgh World Heritage and the British Geological Survey in the formulation of the strategy for setted streets.
- 5) To approve the additional principles outlined in connection with different techniques used to lay sets; the required skills associated with their maintenance and the supporting information on the sustainability of setted streets provided as detailed in paragraphs 3.22 – 3.26 of the report by the Executive Director of Place.
- 6) To acknowledge the level of support for the retention, maintenance, repair and laying of new setted streets as demonstrated through the responses received via the consultation exercise undertaken.
- 7) To approve the reconstruction of the setted carriageway in Brighton Place, as detailed in paragraphs 3.31 – 3.35 of the report by the Executive Director of Place.

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

Declaration of interests

Councillor Kate Campbell declared a non-financial interest in the above item as she had previously expressed an opinion on the retention of setts.

Councillor Child declared a non-financial interest in the above item as a Portobello resident and a member of Brighton and Rosefield Residents' Association, Portobello Amenity Society and Portobello Heritage Trust.

2. Minutes

Decision

- 1) To approve the minute of the Transport and Environment Committee of 7 December 2017 as a correct record.

- 2) To approve the minute of the Transport and Environment Committee of 25 January 2018 as a correct record.

3. Transport and Environment Committee Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for the period from 1 March 2018 to 17 May 2018 was presented.

Decision

- 1) To agree that a report on the Congestion Action Plan would be presented to the Committee within two cycles.
- 2) To otherwise note the Key Decisions Forward Plan.

(Reference – Key Decisions Forward Plan, submitted.)

4. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for March 2018 was presented.

Decision

- 1) To approve the closure of actions 1, 10, 11, 14, 20, 21, 24, 26, 34 and 36.
- 2) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log, submitted.)

5. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for March 2018 was presented.

Decision

- 1) To welcome the update entitled 'Plastic Bottles' in relation to the motion by Councillor Burgess on 'Public Water Bottle Refill' approved by Council on 21 September 2017, which outlined a water bottle refill scheme pilot in Leith aimed at reducing the disposal of single-use plastic bottles with a view to rolling this out across the City.
- 2) To note that a further motion, 'Reducing Plastic Bottle Pollution' by Councillor Burgess, approved by the Transport and Environment Committee on 10 August 2017 noted that "plastic bottles are used during Edinburgh council service delivery, including school packed-lunches, and requests a report on ways of reducing this use".
- 3) To note there was a report outstanding on reducing plastic bottle use within the council and agreed to extend the report to include reducing the use of all single-use plastic items by the council, its arms-length organisations and contractors, such as use of plastic cutlery, straws and containers, and also to report on what the council could do to encourage reduction of single-use plastics across the City as a whole.

- 4) To agree that a briefing on Low Emission Zones would be provided to members ahead of a report being considered by the Committee.
- 5) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

Declaration of interests

Councillors Booth and Macinnes declared non-financial interests in the above item as Directors of Transport for Edinburgh.

6. Winter Weather – Edinburgh

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give consideration to this matter.

A presentation was provided to members on the recent adverse weather which had affected Edinburgh outlining how the council responded to this, the impact the weather had on the city and lessons which had been learned for future.

Decision

To note the presentation.

7. Edinburgh's Local Transport Strategy Review

The current Local Transport Strategy (LTS) which spanned from 2014 to 2019 was due to be reviewed and a new strategy was to be developed. A report was presented which set out the process for the review of the current strategy and sought approval of the arrangements for public and stakeholder engagement to begin to inform a new LTS.

The new LTS would be aligned with various other ongoing projects being undertaken by the council and at a national level. Work had been carried out to identify transport and mobility trends and to review the current LTS policies to inform the consultation process.

Decision

- 1) To note the progress made to date through Edinburgh's Local Transport Strategy 2014 –2019.
- 2) To agree the arrangements for engagement with stakeholders and the public outlined in the report by the Executive Director of Place.

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

8. Melville Crescent Public Realm Project – Update

An update was provided on work which was being undertaken to identify a solution to provide improved public realm at Melville Crescent as part of the City Centre West to East Cycle Link and Street (CCWEL) Improvements project. The CCWEL project intended to improve the cycling infrastructure between west Edinburgh and Leith Walk.

A report was presented which set out details of the design process and options for the development of Melville Crescent, stakeholder and public engagement activities and

how the preferred design had been developed. Approval was sought to proceed with the implementation of the preferred design.

Decision

- 1) To note the report and the stakeholder engagement and consultation which had been undertaken prior to arriving at the proposed design.
- 2) To agree to proceed with the preferred design for Melville Crescent.

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

9. Bustracker and Bus Station Information System – Future Strategy

The current Bustracker and Bus Station Information Management systems had become outdated and their use was being reviewed. The systems which provided real-time vehicle location information were used by Lothian Buses to manage and track their bus fleet, and the council to provide passengers with service information.

The Committee was asked to authorise the procurement of new real-time information and information management systems to replace the current systems and to incorporate the replacement of on-street real-time information signage in to the procurement exercise. A further report providing options would be provided to the Committee on completion of the exercise.

Decision

- 1) To authorise the procurement of new Bus Station Information hardware and software management system and procure a new Content Management System (CMS).
- 2) To approve the advancement of the on-street Real Time Passenger Information signage aspect of the project under the same contract, via an output based specification, to challenge the current market.
- 3) To note that a future report would detail the outcome of the procurement exercise and would include the preferred supplier, bus station information system solution and pricing schedule for on-street sign options to inform what sign replacements could be undertaken with the available budget.
- 4) To approve the continued use of Atkins Global in assisting the Public Transport team in delivering all systems.

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

Declaration of interests

Councillor Booth and Macinnes declared non-financial interests in the above item as Directors of Transport for Edinburgh.

10. Road, Footway and Bridges Investment – Capital Programme for 2018/19

At its meeting on 22 February 2018, the Council approved the Capital Investment Programme for 2018/19 to 2022/23. Approval was sought of the proposed allocation for transport infrastructure which included roads, footways, street lighting and traffic signals, and the structures budgets and programme of works for 2018/2019.

The report set out the programme of carriageways and footway works which had been prioritised in line with existing strategies, the road structures programme for 2018/19, an additional allocation for the first stage of development of a new Burnshot Bridge, locality allocation and cycling allocation.

Motion

- 1) To note the breakdown of the allocation of the capital budget for 2018/19 set out in Appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2018/19, as detailed in section 3 and in appendices 5, 6 and 7 of the report by the Executive Director of Place.
- 3) To approve the programme of proposed bridge works for 2018/19, as detailed in section 3 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 paragraphs 3.39-3.49 of the report by the Executive Director of Place.
- 5) To instruct officers to bring back a report to the next Committee meeting with an overview of outstanding infrastructure projects and investments.
- 6) To agree that Executive Director of Place would ensure that the correct classification in relation to ward boundaries was used in future Committee reports.
 - moved by Councillor Macinnes, seconded by Councillor Watt

Amendment

- 1) To note the breakdown of the allocation of the capital budget for 2018/19 shown in appendix 1 of the report by the Executive Director of Place with the exception of the workstream for cycling allocation.
- 2) To instruct that a report with the exception of items pertaining to the above be brought back in one cycle detailing how this can be subsumed into the carriageways and footways workstream to best benefit all carriageway and footway users.
- 2) To approve the programme of proposed works for 2018/19, as detailed in section 3 and in Appendices 5, 6 and 7 of the report by the Executive Director of Place.
- 3) To approve the programme of proposed bridge works for 2018/19, as detailed in section 3 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 paragraphs 3.39-3.49 of the report by the Executive Director of Place.
- 5) To instruct officers to bring back a report to the next meeting of the Transport and Environment Committee with an overview of outstanding Infrastructure projects and investments which detailed all road and footway improvements which had previously had monies granted to them in the capital programme but had not been carried out, with dates when these would be undertaken and details when roads, which had served as diversion routes for major infrastructure projects, such as the tram, would have the necessary works to repair the damage caused carried out.
 - moved by Councillor Cook, seconded by Councillor Mowat

Voting

- For the motion - 8 votes
 For the amendment - 3 votes

(For the motion – Councillors Booth, Burgess, Child, Kate Campbell, Fullerton, Gloyer, Macinnes and Watt.

For the amendment – Councillors Bruce, Cook and Mowat.)

Decision

- 1) To note the breakdown of the allocation of the capital budget for 2018/19 set out in Appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2018/19, as detailed in section 3 and in appendices 5, 6 and 7 of the report by the Executive Director of Place.
- 3) To approve the programme of proposed bridge works for 2018/19, as detailed in section 3 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 paragraphs 3.39-3.49 of the report by the Executive Director of Place.
- 5) To instruct officers to bring back a report to the next Committee meeting with an overview of outstanding infrastructure projects and investments.
- 6) To agree that Executive Director of Place would ensure that the correct classification in relation to ward boundaries was used in future Committee reports.

(References – Act of Council (No 3), 22 February 2018; report by the Executive Director of Place, submitted)

11. Roads Asset Management Plan (RAMP)

A first draft of the Roads Asset Management Plan (RAMP) was presented. The RAMP was part of a national project to ensure consistency across all Scottish local authorities. It set out the nature and condition of transport assets, namely carriageways, footways,

structures, street lighting and traffic management systems, and aimed to establish future maintenance and management of the road network within the budget available.

A further report with the final draft of the RAMP which encompassed other assets including cycling facilities, park and ride sites and public realm would be presented to the committee at a later date.

Decision

- 1) To approve the first draft of the Roads Asset Management Plan, set out in Appendix 1 of the report by the Executive Director of Place.
- 2) To note that a final draft of the Roads Asset Management Plan would be presented to the Committee within three cycles.

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

12. North Bridge Refurbishment

Inspections of North Bridge which had recently been undertaken found the bridge to be in poor condition and identified repairs required to address health and safety concerns and ensure the bridge could continue to be used.

The report presented highlighted the complex structural work the refurbishment would require, contractor involvement which had taken place during the pre-construction stage to date, the scope of the core work to be undertaken and potential additional work which would be investigated.

Decision

- 1) To approve the core scope of structural refurbishment work.
- 2) To note that approval to appoint a contractor to undertake the core scope of structural refurbishment work, would be the subject of a separate report to the Finance and Resources Committee.
- 3) To note that if repair work was not undertaken, the bridge would continue to deteriorate and it might have become necessary to impose a weight restriction that could impact its usage by public transport and freight traffic.
- 4) To note that the netting which had been installed was temporary and that if the refurbishment work was not undertaken it would need to be replaced with the replacement commencing in early 2021.
- 5) To note that design work for potential additional enhancements was ongoing and that public consultation would be undertaken on these designs during the summer of 2018.
- 6) To note that final designs for potential enhancements, for which separate tendered prices will be obtained from the contractor, would be reported to the Transport and Environment Committee to decide whether or not these works were to be incorporated into the contract.
- 7) To note that there would be no obligation on the Council to progress potential additional enhancement works through the North Bridge Refurbishment contract.

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

13. Waste and Cleansing Improvement Plan – Final Update

In November 2016, the Committee approved the Waste and Cleansing Improvement Plan, a 65-point action plan which had been developed to improve services across the city. Since approval, regular updates had been provided to the Committee.

A report was presented which highlighted the continuous improvements which had been made throughout this period. 63 of the actions had been completed and it was recommended that the project be closed.

Decision

- 1) To note the progress made on implementing the actions within the Improvement Plan and the impact on service performance to date.
- 2) To note that the Committee would continue to receive further update reports with a refocused version of the action plan on a regular basis.

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

14. Roads Services Improvement Plan

A progress update was provided on the Roads Services Improvement Plan. Key points included a reduction in the backlog of outstanding defects and improvements which had been made to the categorisation of defects, allowing for a more effective response and contributing to the reduction of outstanding category 1 defects.

Further updates would continue to be provided to the Committee.

Decision

- 1) To note the progress made with implementing the actions in the Improvement Plan to date.
- 2) To agree to highlight the dependencies that had and had not been confirmed and to inform Committee members.

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

15. Leith Programme Close-Out Report: Constitution Street to Picardy Place

The Leith Programme which was approved in July 2012 consisted of 6 phases of works totalling approximately £9 million to improve road, footway and cycle networks on Constitution Street, Leith Walk and Picardy Place. Four of the six phases had been completed, with the 2 remaining phases being incorporated in to the ongoing Edinburgh Tram York Place to Newhaven project. Should this project not proceed, the two remaining phases would be completed.

Decision

- 1) To note that the delivery of Leith Programme Phases 5 and 6 had been incorporated into the Edinburgh Tram York Place to Newhaven project.

- 3) To approve the cancellation the Leith Programme Phase 5 Public Hearing.
- 4) To agree to delegate authority to the Executive Director of Place in relation to the decision on the cancellation of the Leith Programme Phase 5 TRO and RSO, and to clarify whether it would be possible to put the TRO and RSO on hold until a decision was made by Council in October 2018 on the potential York Place to Newhaven tram extension, in consultation with the Convener and transport spokespersons of each political group.

(Reference – Finance and Resources Committee, 31 July 2012 (item 36); report by the Executive Director of Place, submitted)

16. Place Directorate – Revenue Monitoring 2017/18 – Month Eight Position

Committee considered a report that presented the month eight revenue position for the Place Directorate. A break-even budget position for 2017/18 was projected, dependant on the delivery of mitigating actions which had been identified as detailed in the report.

Decision

- 1) To note that Place Directorate had identified proposed remedial measures to fully address existing budget pressures and while a number of risks remained around delivery of these mitigating actions, a break-even position was forecast.
- 2) To note that approved savings in 2017/18 totalling £7.323m were 85% on target to be delivered; £6.199m. Remedial measures identified by Place Directorate included management plans to deliver the remaining savings.

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

17. Special Uplifts Service

An update report was presented on changes which had been made to the charging structure for the special uplifts service, setting out data which illustrated the effect of the changes.

Decisions

- 1) To note the report.
- 2) To note the intention to procure a pilot collection service to encourage reuse of materials within a defined area.
- 3) To agree that further changes to the service or pricing structure be postponed to avoid undermining the pilot.
- 4) To agree that the Head of Place Management would confirm to members of the Committee the area that had been procured for the pilot collection.
- 5) To agree that a question would be added to the Edinburgh Survey on the awareness amongst residents of the Special Uplifts Service.

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

18. Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update

On 5 October 2017, the Committee requested a report on ways to make it easier for residents to report odour incidents and the possibility of allowing residents to report these online. The report provided an update on the work which had been undertaken to date to implement this and the findings of the odour monitoring and assessment programme from September 2017 to December 2017

Decision

- 1) To note that the systems were being improved to allow residents to report odour release from Seafield Waste Water Treatment Works (WWTW) to the Council by completing an online reporting form on the Council's website. An updated Seafield web page had been designed and published on the corporate Council website.
- 2) To note that an information leaflet containing revised and updated Council contact details was being designed which would be distributed to approximately 3600 households in the Leith Links area of the City.
- 3) To note the findings of the Council's continuing odour monitoring and assessment programme from 1 September 2017 to 31 December 2017.

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

19. Public Spaces Protocol

Following consultation, a protocol had been developed to assist the council and partners to consistently balance the use of high-demand public spaces in the city centre.

Decision

- 1) To agree to adopt the Public Spaces Protocol set out in appendix 1 of the report by the Executive Director of Place for implementation;
- 2) To agree to review the Public Spaces Protocol after a full year of use;
- 3) To agree to a future review of the use of the Edinburgh Parks Events Manifesto and the Public Spaces Protocol, to align and deliver a more coordinated approach to events in Edinburgh;
- 4) To note the planned review of management and licensing arrangements for Castle Street and High Street, taking into account the Public Spaces Protocol; and
- 5) To agree that when reviewing the terms and conditions, to consider condition 10 - the noise created by generators and whether it was necessary to use diesel generators, and condition 14 – the requirement for recycling to be enforced as part of waste management arrangements.

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

20. Motion by Councillor Jim Campbell – Daily Waste Uplifts

The following motion was submitted by Councillor Cook in terms of Standing Order 29.1:

“Council

Thanks officers for the daily waste uplift failures that are reported to Group Business Managers.

Tasks the Head of Place to report to the Transport and Environment Committee in two cycles how the different data sets will be merged into one meaningful daily report, to include failed waste uplifts as proportion of planned uplifts.

Furthermore, requires an investigation of the earliest date meaningful dynamic daily waste uplift performance data can be published live on the City of Edinburgh website to inform citizens and stimulate data innovation.”

- moved by Councillor Mowat, seconded by Councillor Cook

Decision

To approve the motion by Councillor Jim Campbell as adjusted:

“Council

Thanks officers for the daily waste uplift failures that are reported to Group Business Managers.

Tasks the Head of Place to report to the Transport and Environment Committee in two cycles how the different data sets will be merged into A meaningful report, to include failed waste uplifts as proportion of planned uplifts.

Furthermore, requests a report on the best use of data to inform citizens in this area within 2 cycles.”

21. Motion by Councillor Booth – Suspicious Disappearance of ‘Fred’ the Golden Eagle in Pentland Hills

The following motion was submitted by Councillor Cook in terms of Standing Order 29.1:

“Committee:

- 1) Notes with grave concern reports of the suspicious disappearance of ‘Fred’ the Golden Eagle, who hatched from a nest in the Scottish Borders to the only breeding pair of Golden Eagles in the region, and who, according to his satellite tag, was in woodland near Currie in January 2018, within the Edinburgh Council boundary;
- 2) Notes that Fred’s satellite tracker is reported to have suddenly and inexplicably stopped transmitting on 21 January 2018, and then to have mysteriously started transmitting again on 24 January 2018, with a GPS location some 15 miles offshore of St Andrews, Fife.

- 3) Further notes that RSPB Scotland and Raptor Persecution UK regard Fred's disappearance as highly suspicious and believe it is likely that he has been illegally killed;
- 4) Notes that the Golden Eagle is a magnificent and majestic bird and one of the largest birds of prey in the British Isles, notes that it is protected under the Wildlife and Countryside Act 1981, but notes that nonetheless it has been illegally killed and persecuted in the past;
- 5) Notes that a Scottish Government-commissioned study in 2017 found that 41 of 131 satellite-tagged Golden Eagles had disappeared in suspicious circumstances, most of them at or near to managed grouse moors;
- 6) Notes that the Scottish Government have established a working group with a view to establishing a licensing regime for game-shooting estates;
- 7) Agrees that the suspicious disappearance of Fred is deeply regrettable, and urges anyone with any knowledge of this incident, or any other incidents of possible wildlife crime, to contact Police Scotland on 101 or alternatively call the RSPB's new confidential raptor crime hotline on 0300 999 0101;
- 8) Agrees that the Council Leader will write to the Cabinet Secretary for the Environment expressing the council's grave concern at this incident, asking her to outline a timetable for the introduction of the licensing of game-shooting estates; offering the council's cooperation with any such licensing regime, and offering the council's support for consideration of stiffer penalties for wildlife crime;
- 9) Agrees to refer the matter to the Pentland Hills Regional Park Joint Committee, to ask them to consider writing to landowners in the region highlighting this incident and encouraging them to report any suspicious activity to Police Scotland or the RSPB."

- moved by Councillor Booth, seconded by Councillor Burgess

Decision

To approve the motion by Councillor Booth.

Item No 5.1 - Key decisions forward plan

Transport and Environment Committee – 17 May 2018

9 August 2018

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Council Commitments
1.	Water of Leith – Improvement Proposals (Dean to Stockbridge Section)	9 August 2018		Executive Director Place Lead Officer: David Jamieson 0131 329 7055 david.jamieson@edinburgh.gov.uk	
2.	Update on Changes to Unattended Waste Bins and Changes to Collection Times for Food and Glass Waste for Businesses	9 August 2018		Executive Director of Place Lead Officer: Karen Reeves 0131 269 5196 karen.reeves@edinburgh.gov.uk	
3.	Marchmont to Kings Buildings Cycle Route – Objections to TRO and Redetermination Order	9 August 2018		Executive Director of Place Lead Officer: Ewan Kennedy/Brian Mackie 0131 269 3575/0131 269 3551 ewan.kennedy@edinburgh.gov.uk / gavin.graham@edinburgh.gov	
4.	Integrated Weed Control Programme Update	9 August 2018		Executive Director Place Lead Officer: David Jamieson 0131 329 7055 david.jamieson@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Council Commitments
5.	Dalmeny Station – Transport Alternatives	9 August 2018		Executive Director of Place Lead Officer: Ewan Kennedy 0131 269 3575 ewan.kennedy@edinburgh.gov.uk	
6.	Objections to Map-based Traffic Regulation Orders TRO	9 August 2018		Executive Director of Place Lead Officer: Gavin Graham 0131 269 3551 gavin.graham@edinburgh.gov.uk	
7.	Presentation Seats	9 August 2018		Executive Director Place Lead Officer: David Jamieson 0131 329 7055 david.jamieson@edinburgh.gov.uk	

Transport and Environment Committee

17 May 2018

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	2 June 2015	City Centre Public Spaces Manifesto Update	To note that a report on the findings and recommendations of this public consultation and Castle Street trial would be submitted to the Transport and Environment Committee in the Autumn of 2016.	Executive Director of Place Lead Officer: Anna Herriman Partnership & Information Manager 0131 429 3853 anna.herriman@edinburgh.gov.uk	December 2017	01/03/2018	Closed – Report considered by Committee March 2018.
2	25 August 2015	Edinburgh Conscientious Objectors Memorial Petition referral from the Petitions Committee	To note the agreement that officers would report on the outcome of discussions with the principal petitioner.	Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	March 2018		Recommended for closure – a business bulletin update is provided in May 2018.
3	15 March 2016	Carbon Literacy Programme	To agree a further report detailing the key findings of a pilot carbon literacy	Chief Executive Lead Officer: Jenny Fausset Senior Corporate Policy Officer	March 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		for Edinburgh	programme with three city organisations would be presented to the Transport and Environment Committee in Spring 2017.	0131 469 3538 jenny.fausset@edinburgh.gov.uk			
4	15 March 2016	Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award	To note that an update report would be submitted to the Committee prior to the start of the Construction Phase.	Executive Director of Place Lead Officer: David Jamieson, Parks and Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	June 2018		This report is being prepared for June Transport and Environment Committee.
5	7 June 2016	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward	To acknowledge that a further Report on that Traffic Regulation Order process, as per Appendix 4 the report by the Executive Director of Place, would come back to the Transport and Environment Committee for final decision in Q2 of 2018.	Executive Director of Place Lead Officer: Andrew MacKay Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	June 2018		Recommended for closure – Report on agenda for May meeting (item 7.2)
6	7 June 2016	Review of Scientific Services &	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager	December 2018		A national review is continuing and officers are

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Mortuary Services	Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	0131 555 7980 robbie.beattie@edinburgh.gov.uk			awaiting further clarity on the outcome of this before bringing forward this report.
7	7 June 2016	George Street Experimental Traffic Regulation Order Concluding Report and Design Principles	To authorise officers to explore the most appropriate procurement options in order to expedite the delivery of the next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	June 2018		This report is being prepared for June Transport and Environment Committee.
8	30 August 2016	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	August 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
9	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	1) To approve Lothian Buses 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	On-going		Officers are continuing to work with Lothian Buses on this and a report will be prepared when their Business Plan has been updated.
			2) To note that Transport for Edinburgh's three-year operational plan would be presented at a future Committee meeting for approval.		On-going		Officers are continuing to work with Transport for Edinburgh on this and a report will be prepared when their Business Plan has been updated
10	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	Executive Director of Place Lead Officer: Daniel Lodge, Planning Officer daniel.lodge@edinburgh.gov.uk 0131 529 3901 Sean Gilchrist, Roads Renewal	March 2018	01/03/2018	Closed – Report considered by Committee March 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			engagement/consultation and associated costs to be established.	Manager sean.gilchrist@edinburgh.gov.uk 0131 529 3765			
11	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: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844	March 2018	01/03/2018	Closed – Report considered by Committee March 2018.
12	21 March 2017	Transport and Environment Committee Business Bulletin	To note that work on the resurfacing of Brighton Place would be postponed until the settled streets report returns to the Transport and Environment Committee on 1 August 2017.	Executive Director of Place Lead Officer: Sean Gilchrist, Road Renewal Manager 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	March 2018	01/03/2018	Closed – Report considered by Committee March 2018.
13	10 August 2017	Petitions for Consideration: Lothianburn Park and Ride & Redesign the traffic light priorities at	In respect of Lothianburn Park and Ride Petition, the Executive Director of Place to liaise with Midlothian Council and report to the Committee in two cycles on the issues relating to Park and Ride.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	May 2018		Recommended for closure – Report on agenda for May meeting (item 7.3)

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Junction of Slateford Road and Shandon Place					
14	10 August 2017	Waste and Cleansing Improvement Plan – Progress Update	The Head of Place Management to provide a briefing session for the members of the Committee on Routesmart Routing Software.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	October 2017	Briefings will start to be rolled out to members at the same time as live data is available.	Closed – Briefing provided.
15	10 August 2017	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan	<p>1) To agree that a report would be brought back to Committee to address the issues raised regarding parking protocols.</p> <p>2) To recognise that commuting by car to park in residential areas contributed to congestion, air pollution and was impacting on some</p>	Executive Director of Place Lead Officer: Andrew MacKay Professional Officer 0131 469 3577 andrew.mackay@edinburgh.gov.uk	As soon as possible	01/03/2018	Closed – Report considered by Committee March 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			residents and therefore requested a report on the potential to use parking restrictions to reduce commuter parking.				
16	24.08.17	Motion by Councillor Hutchison – Kirkliston Congestion Journey (to Council)	To agree to continue dialogue with the local community to determine the best way forward for traffic management and initiate a traffic study in Kirkliston to report back to the Transport and Environment Committee in two cycles, as promised by the Convener at the 29th June 2017 Council Meeting.	Executive Director of Place Lead Officer: Dave Sinclair, Local Transport and Environment Manager 0131 529 7075 dave.sinclair@edinburgh.gov.uk	December 2018		<p>The procurement is being progressed and will be completed by the end of June 2018. The study is expected to take 3-4 months thereafter.</p> <p>It is recommended that this be reported to the North West Locality team in future, with updates in the Transport and</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Environment Committee Business Bulletin.
17	4 September 2017	Edinburgh Tram - York Place to Newhaven Updated Outline Business Case	<p>The Executive Director of Place to:</p> <ul style="list-style-type: none"> • arrange to meet with Transport Scotland to discuss the Edinburgh Tram Extension project 	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	October 2018		It is planned to meet Transport Scotland in advance of the final report to Council.
			<ul style="list-style-type: none"> • arrange an internal meeting with Lothian Buses and elected members of the Transport and Environment Committee to discuss the Edinburgh Tram Extension project 		June 2018		This meeting will take place on 29 June 2018.
			<ul style="list-style-type: none"> • arrange to meet with the Project Team and outside groups to discuss the Edinburgh Tram Extension project. 		December 2018		Engagement commenced in October 2017 and will continue throughout the consultation

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							process.
18	21.09.17	Motion by Councillor Osler – Inverleith Park (to Council)	<p>“Council notes;</p> <p>(1) the importance of Inverleith Park as one of Scotland's largest urban parks,</p> <p>(2) that, for almost 130 years, the park has provided residents across north Edinburgh with 54 acres of open green space and iconic views of the city centre,</p> <p>(3) the adverse impact of flooding within the park through damaged drainage at vehicle and pedestrian access points to areas rented out for events, both this year and in previous summers,</p> <p>(4) the impact this flooding has had on the ability of local people to make use of and enjoy the park.”</p> <p>The Council therefore seeks a report to the Transport & Environment Committee on the issues.</p>		June 2018		This report is being prepared for June Transport and Environment Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
19	5 October 2017	Integrated Weed Control Programme	To agree to receive a report reviewing the operation of the Integrated Weed Control System in Autumn/Winter 2018.	Executive Director of Place Lead Officer: David Jamieson, Parks, Greenspace and Cemeteries Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	August 2018		This report is planned for August Transport and Environment Committee.
20	5 October 2017	Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update	1) To agree to receive a further report within three months setting out the feasibility and costs allowing residents to report odour incidents online.	Executive Director of Place Lead Officer: Andrew Mitchell, Regulatory Services Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	March 2018	01/03/2018	Closed – Report considered by Committee March 2018.
			2) The Executive Director of Place to ensure that members of the public could report complaints to their satisfaction		March 2018		
			3) The Regulatory Services Manager to ensure that members of the public were aware of how to report complaints and would liaise with communications about the development of information leaflets for residents.		March 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
21	5 October 2017	Petitions for Consideration: Parking Issues in Shandon and Improving the Original Traffic Calming Measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone	<p>1) In respect of Parking Issues in Shandon, to agree that the project could move straight to stage 2 investigation stage, involving detailed survey data and consultation with residents and businesses on proposed measures, subject to clarification by officers that the majority of residents support the use of Controlled Parking and Parking Priority Protocol and clarification that it would be possible that the project could move straight into Phase 2 (point 3 of the addendum).</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	April 2018		Recommended for closure – this work is being progressed by the Transport Networks team.
			<p>2) In respect of improving the Original/Current Traffic Calming Measures in Rosshill Terrace, the issues raised would be passed to the City-Wide or Locality Transport Team to be addressed, a road safety assessment would be</p>	<p>Executive Director of Place Lead Officer: Dave Sinclair, Local Transport and Environment Manager 0131 529 7075 dave.sinclair@edinburgh.gov.uk</p>	June 2018		An update on this action will be presented to the North West Locality Committee in June 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			considered and whether a report or an update in the Business Bulletin would be brought to the next Committee.				It is recommended that future updates are provided to the Locality Committee, with an update to Transport and Environment Committee through the Business Bulletin.
22	5 October 2017	Central Edinburgh Transformation – Scoping Report	1) To instruct that any proposals coming forward which advocated the removal of traffic from commercial streets should be subject to an assessment of the impact such changes would have on nearby residential streets; to include traffic counts and modelling and that appropriate consultation would be carried out with residents of	Executive Director of Place Lead Officer: Michael Thain, Head of Place Development 0131 529 2426 michael.thain@edinburgh.gov.uk	Update report - May 2018		Recommended for closure – Report on agenda for May meeting (item 7.4)

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			these street so that the residential amenity of large parts of the City Centre was preserved as detailed in 3.2 of the report.				
23	5 October 2017	Motion by Councillor Booth – Low Cost ways to boost cycle use	To refer the Spokes document describing the competition entries to each Locality Manager (or other relevant section of the Council) with a request that they identify the proposals within their area of responsibility, assess the feasibility of each proposal, undertake the relevant work to take appropriate proposals forward, and report back on a quarterly basis to the relevant locality committee (once formed) and to the Transport and Environment Committee on progress to implement the proposals.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	March 2018		
24	26.10.17	Motion by Councillor Lang – Dalmeny	“Council recognises; (a) the problems being faced by those living close to Dalmeny Station because of	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks	August 2018		This report is planned for Transport and Environment

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Station (to Council)	<p>the current levels of car parking, with significant commuter parking on nearby roads and in spaces created for residents in new developments,</p> <p>(b) the difficulty created by the limited parking arrangements, which risks creating a disincentive towards using the station, forcing more commuters to choose to use their car to travel into Edinburgh via the busy and congested Barnton junction and Queensferry Road.</p> <p>Council welcomes the recent improvements at the station, such as an increase in bike storage facilities, but believes this is insufficient in addressing the wider access issues around the station and that further significant action is needed.</p> <p>Council therefore instructs officials to engage with Scotrail and Transport</p>	<p>0131 469 3575</p> <p>ewan.kennedy@edinburgh.gov.uk</p>			Committee in August 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Scotland and seeks a report to the Transport & Environment Committee within three cycles. This report should set out an action plan for addressing these issues, including proposals to further maximise sustainable transport options to and from the station along with improved parking arrangements which benefit passengers and local residents.”				
25	7 December 2017	Business Bulletin	1) To move forward work in tackling the problem of gulls colonising in urban areas, the committee agreed to a report being brought before the March meeting which accurately reviewed the actions of other relevant local authorities in Scotland as well as that of relevant English authorities and any other agencies which had been proactive in this area so that future possibilities for action in Edinburgh	Executive Director of Place Lead Officer: Robbie Beattie, Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	March 2018		Recommended for closure – Report on agenda for May meeting (item 7.11)

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			would be identified.				
			2) To agree that Councillor Cook would provide a list of English Local Authorities that have used various methods to control the gull population.				
			3) To agree that a report would be brought to Committee providing options on the replacement of the Armadillos at Leith Walk and to note that the Leith Programme Oversight Group would provide democratic oversight of this.				
26	7 December 2017	Slateford Road/Shandon Place Junction – Traffic Signal Priorities	To agree that Option 3 (altering junction staging, simplifying signal heads and having an all stop pedestrian stage) should be progressed, subject to the successful outcome of detailed design.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575			Recommended for closure – this is being progressed by the Transport Networks team.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
27	7 December 2017	Roads Services Improvement Plan	To agree to receive a further report that included the issues raised about active travel within 2 cycles.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844		01/03/2018	Closed – Report considered by Committee March 2018.
28	7 December 2017	Electric Vehicle Action Plan	1) To note that a Strategic Business Case for EV charging infrastructure would be reported to Committee in June 2018 and to agree that the Strategic Business Case would include consideration of infrastructure for e-bikes and e-cargo bikes.	Executive Director of Place Lead Officer: Janice Pauwels, Sustainable Development Manager janice.pauwels@edinburgh.gov.uk 0131 469 3804	June 2018		
			2) To agree the action plan would be further revised following the first progress report being presented to the Committee in late 2018 to ensure it was a fully integrated e-mobility action plan prioritising a modal shift from car to other modes, consistent with the targets in the Council's		Late 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>local transport strategy.</p> <p>3) To agree that the Electric Vehicle working group, as outlined in paragraph 3.15 of the report, would consider the following points and would report the progress of these actions to the Carbon, Climate and Sustainability Member Officer Working Group:</p> <ul style="list-style-type: none"> • possible adjustments to planning guidance to include requirements on cargo bike / e-bike provision; • developing a council cargo bike pilot for appropriate council deliveries; • the potential to adapt street lighting columns to incorporate EV charging points. 				
29	7 Decem	Nuke Watch Report –	To agree that an update would be provided in the Business	Chief Executive Lead Officer: Mary-Ellen Lang,	March 2018	March 2018	Closed – Report

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	ber 2017	“Unready Scotland and the critical gap in our response to the transport of nuclear weapons”	Bulletin to the next Committee meeting on whether it was appropriate for the report to be referred Nuke Watch.	Resilience Manager mary-ellen.lang@edinburgh.gov.uk 0131 529 4686			considered by Committee March 2018.
30	7 December 2017	Enhancing Communal Bin Collections	To agree to receive a detailed progress report within six months.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager andy.williams@edinburgh.gov.uk 0131 469 5660	December 2018		The funding for this project began on 1 April 2018. A six month review will be carried out at the end of September and will be reported to Transport and Environment Committee in December 2018. A project update is included in the Business

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Bulletin for May 2018.
31	7 December 2017	Age Limitation of Taxis and Private Hire Cars (Air Quality) Consultation Update – referral from the Regulatory Committee	An update report to be referred to the Transport and Environment Committee following consideration by the Regulatory Committee.	Executive Director of Place Lead Officer: Andrew Mitchell, Regulatory Services Manager Andrew.mitchell@edinburgh.gov.uk 0131 469 5822	May 2018		Recommended for closure – Report on agenda for May meeting.
32	7 December 2017	Motion by Councillor Cook – Road Safety Issues on Greenbank Lane	<p>“That Committee:</p> <ul style="list-style-type: none"> Recognises longstanding residents’ concerns over the volume and speed of traffic on Greenbank Lane. Calls for a report, in two cycles, on a variety of potential road safety measures that could be implemented on Greenbank Lane, including the feasibility of introducing a 	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	April 2018	April 2018	Recommended for closure – a report on this was considered at the South East Locality Committee in April 2018 .

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>one-way system.”</p> <p>1) To agree that a report on the motion would be submitted to a meeting of the relevant Locality Committee.</p>				
33	01.02.18	By Councillor Cook – Gritting of Roads and Pavements (to Council)	<p>“Calls for a report to the Transport and Environment Committee within three cycles reviewing the continued suitability and responsiveness of the current priority system, including, but not limited to, consideration of how the council can better service suburban and other ‘non priority’ areas; give due consideration to the divergent topography and thermal make-up of the city; make better use of technology like ‘routesmart’ to improve response times; and better advertise, service and encourage safe use of grit bins by local residents in their community.</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844</p>	May 2018		<p>Recommended for closure – this is included on the agenda for May’s meeting.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>...Council therefore agrees that the report to Committee should also cover:</p> <ul style="list-style-type: none"> • how the updating of the online map will be made a priority for next winter. • the potential to develop the online map in order to provide real time information on planned and completed gritting of priority routes. • the improvements that can be made to the processes for requesting new grit bins and the information that is available on the status of new grit bin requests.” 				
34	9 March 2018	Transport and Environment Committee Key	To agree that a report on the Congestion Action Plan would be presented to the Committee within two cycles.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	August 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Decisions Forward Plan					
35	9 March 2018	Transport and Environment Committee Business Bulletin	<p>1) To welcome the update entitled 'Plastic bottles' in relation to the motion by Councillor Burgess on 'Public Water bottle refill' approved by Council on 21 September 2017, which outlined a water bottle refill scheme pilot in Leith aimed at reducing the disposal of single-use plastic bottles with a view to rolling this out across the City;</p> <p>To note that a further motion, 'Reducing Plastic Bottle Pollution' by Councillor Burgess, approved by the Transport and Environment Committee on 10 August 2017 noted that "plastic bottles are used during Edinburgh council service delivery, including school packed-lunches, and requests a report on ways</p>	<p>Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk</p>	June 2018		An update on this will be included in the Business Bulletin for Transport and Environment Committee in June 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>of reducing this use”;</p> <p>To note there was a report outstanding on reducing plastic bottle use within the council and agrees to extend this report to include reducing the use of all single-use plastic items by the council, its arms-length organisations and contractors, such as use of plastic cutlery, straws and containers, and also to report on what the council can do to encourage reduction of single-use plastics across the City as a whole.</p>				
			<p>2) To agree that a briefing on Low Emission Zones would be provided to members ahead of a report being considered by the Committee.</p>	<p>Executive Director of Place Lead Officer: David Leslie, Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk</p>	June 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
36	9 March 2018	Melville Crescent Public Realm Project – Update	To agree that information would be provided to Councillor Mowat on the ratio of permits issues to parking spaces required in this area.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	March 2018		Recommended for closure – this information has now been provided.
37	9 March 2018	Bustracker and Bus Station Information System – Future Strategy	To note that a future report would detail the outcome of the procurement exercise and would include the preferred supplier, bus station information system solution and pricing schedule for on-street sign options to inform what sign replacements could be undertaken with the available budget.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2019		
38	9 March 2018	Road, Footway and Bridges Investment – Capital Programme for 2018/19	1) To instruct officers to bring back a report to the next Committee meeting with an overview of outstanding infrastructure projects and investments.	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	June 2018		This report is planned for Transport and Environment Committee in June 2018.
			2) To agree that Executive Director of Place would ensure that the correct		May 2018		Recommended for closure – the correct

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			classification in relation to ward boundaries was being used in Committee reports.				classification in respect of ward boundaries will be included in all future reports.
39	9 March 2018	Roads Asset Management Plan (RAMP)	To note that a final draft of the Roads Asset Management Plan would be presented to the Committee within three cycles.	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	December 2018		
40	9 March 2018	North Bridge Refurbishment	To note that final designs for potential enhancements, for which separate tendered prices will be obtained from the contractor, would be reported to the Transport and Environment Committee to decide whether or not these works were to be incorporated into the contract.	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	December 2018		
41	9 March 2018	Waste and Cleansing Improvement Plan – Final Update	To note that the Committee would continue to receive further update reports with a refocused version of the action plan on a regular basis.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk			Recommended for closure – this will be covered in future reports

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							on Waste and Cleansing operations.
42	9 March 2018	Roads Services Improvement Plan	To agree to highlight the dependencies that had and had not been confirmed and to inform Committee members.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 52 5844 gareth.barwell@edinburgh.gov.uk	August 2018		
43	9 March 2018	Leith Programme Close-Out Report: Constitution Street to Picardy Place	To agree to delegate authority to the Executive Director of Place in relation to the decision on the cancellation of the Leith Programme Phase 5 TRO and RSO, and to clarify whether it would be possible to put the TRO and RSO on hold until a decision was made by Full Council in October 2018 on Tram Extension, in consultation with the Convener and transport spokespersons of each political group.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	March 2018		Recommended for closure – the process will be sisted until the Council decision on the Tram Extension.
44	9 March		1) To agree that the Head of Place Management would confirm to members of the	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2018	Special Uplifts Service	committee the area that had been procured for the pilot collection.	0131 52 5844 gareth.barwell@edinburgh.gov.uk			
			2) To agree that a question would be added to the Edinburgh Survey on the awareness amongst residents of the Special Uplifts Service.				
45	9 March 2018	Public Spaces Protocol	1) To agree to review the Public Spaces Protocol after a full year of use.	Executive Director of Place Lead Officer: Anna Herriman, City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	March 2019		
			2) To agree to a future review of the use of the Edinburgh Parks Events Manifesto and the Public Spaces Protocol, to align and deliver a more coordinated approach to events in Edinburgh.				
			3) To agree that when reviewing the terms and conditions, to consider condition 10 - the noise created by generators and whether it was necessary to				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			use diesel generators, and condition 14 – the requirement for recycling to be enforced as part of waste management arrangements.				
46	9 March 2018	Motion by Councillor Jim Campbell – Daily Waste Uplifts - Remitted from Full Council on 14 December 2017	<p>“Council Thanks officers for the daily waste uplift failures that are reported to Group Business Managers.</p> <p>Tasks the Head of Place to report to the Transport and Environment Committee in two cycles how the different data sets will be merged into A meaningful report, to include failed waste uplifts as proportion of planned uplifts.</p> <p>Furthermore, requests a report on the best use of data to inform citizens in this area within 2 cycles”</p>	Executive Director of Place	August 2018		
47	9 March 2018	Motion by Councillor Booth –	“1) Notes with grave concern reports of the suspicious disappearance of ‘Fred’ the	Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager			These two actions have been

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Suspicious Disappearance of 'Fred' the Golden Eagle in Pentland Hills	<p>Golden Eagle, who hatched from a nest in the Scottish Borders to the only breeding pair of Golden Eagles in the region, and who, according to his satellite tag, was in woodland near Currie in January 2018, within the Edinburgh Council boundary;</p> <p>2) Notes that Fred's satellite tracker is reported to have suddenly and inexplicably stopped transmitting on 21 January 2018, and then to have mysteriously started transmitting again on 24 January 2018, with a GPS location some 15 miles offshore of St Andrews, Fife.</p> <p>3) Further notes that RSPB Scotland and Raptor Persecution UK regard Fred's disappearance as highly suspicious and believe it is likely that he</p>	<p>0131 529 7055 david.jamieson@edinburgh.gov.uk</p>			progressed.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>has been illegally killed;</p> <p>4) Notes that the Golden Eagle is a magnificent and majestic bird and one of the largest birds of prey in the British Isles, notes that it is protected under the Wildlife and Countryside Act 1981, but notes that nonetheless it has been illegally killed and persecuted in the past;</p> <p>5) Notes that a Scottish Government-commissioned study in 2017 found that 41 of 131 satellite-tagged Golden Eagles had disappeared in suspicious circumstances, most of them at or near to managed grouse moors;</p> <p>6) Notes that the Scottish Government have established a working group with a view to establishing a licensing regime for game-shooting estates;</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>7) Agrees that the suspicious disappearance of Fred is deeply regrettable, and urges anyone with any knowledge of this incident, or any other incidents of possible wildlife crime, to contact Police Scotland on 101 or alternatively call the RSPB's new confidential raptor crime hotline on 0300 999 0101;</p> <p>8) Agrees that the Council Leader will write to the Cabinet Secretary for the Environment expressing the council's grave concern at this incident, asking her to outline a timetable for the introduction of the licensing of game-shooting estates; offering the council's cooperation with any such licensing regime, and offering the council's support for consideration of stiffer penalties for wildlife crime;</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			9) Agrees to refer the matter to the Pentland Hills Regional Park Joint Committee, to ask them to consider writing to landowners in the region highlighting this incident and encouraging them to report any suspicious activity to Police Scotland or the RSPB.”				
48	15.03.18	Motion by Councillor Lang – Night Flights at Edinburgh Airport (to Council)	<p>“...Council recognises the particular impact of night time flights on those living under the airport’s flight paths and notes that whilst there are statutory limits on night time flights at Heathrow, Gatwick and Stansted airports, there are currently no restrictions on the night time operation at Edinburgh Airport.</p> <p>Council welcomes the publication of Edinburgh Airport's draft noise action plan currently out for consultation and recognises the efforts of senior management to</p>		April 2018		Recommended for closure – the Council submitted a response to this consultation.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>minimise and mitigate the impact of aircraft noise. Nevertheless, Council notes that the draft action plan does not propose any limit on the growth of night time flying.</p> <p>Council therefore agrees to respond to the consultation by the 2 April deadline and request that the airport introduce voluntary restrictions on night time flights in its final noise action plan so local residents can be afforded the same protection as those living near to other major UK airports.</p> <p>To agree that officers in conjunction with the Convener of the Transport and Environment Committee respond to the consultation by the deadline and report back to that Committee thereafter.”</p>				
49	15.03.18	Motion by Councillor Jim	“Council notes the commitment made in the recent budget to rebuilding Burnshot Bridge.		On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Campbell – Burnshot Bridge (to Council)	<p>Council notes that, given the proximity of the bridge to the National Cycle Network Route One, active travel will need to form an important part of the design of this bridge and that there are active discussions ongoing with relevant stakeholders. Our Street Design Guidance and additional factsheets will incorporate guidance on footways, and shared and segregated cycle/pedestrian infrastructure. Other guidance is produced by Transport Scotland and Sustrans. Design details for this scheme are still being considered. In the context of continuing development in the area, the need to futureproof the active travel element in this bridge is vital.</p> <p>Council recognises that the ongoing development of this project will be reported back to the Transport and Environment</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>Committee at appropriate points throughout the design and construction stages.</p> <p>Council further notes:</p> <ul style="list-style-type: none"> the latest project timetable which states that construction work on the Burnshot Bridge will not commence until autumn 2018, almost two years after the original bridge was closed. the March 2018 project update from officials which states that <i>“Since the approval of the budget, the Structures team have been approached to consider the improvement of cycle access to the National Cycle Network as part of the project. The feasibility of this is being assessed and any impact on timescales</i> 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p><i>will be notified accordingly.”</i></p> <p>Council recognises the significant impact of the bridge closure on local communities and is concerned by a suggestion of a further delay to the commencement of construction work beyond autumn 2018.</p> <p>Council therefore agrees that any changes to the bridge design or surrounding road and cycle network which could impact on the expected construction timetable should be subject to scrutiny and a decision by way of a report to the Transport and Environment Committee.”</p>				
50	15.03.18	Resilience - Motion by Councillor Rust Winter Weather Response –	<p>Council:</p> <p>Notes the unprecedented impact the “Beast from the East” had on the capital and across Scotland and the disruption caused to schools,</p>		May 2018		Recommended for closure - this is included in the Winter Weather report on the agenda for May.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<p>Motion by Councillor Macinnes</p> <p>Winter Weather Response – Motion by Councillor Booth</p> <p>Lothian Buses Driver – Motion by Councillor Rae</p>	<p>community centres, travel and the daily lives of residents;</p> <p>Notes the dedication shown by council staff involved in the response to the “Beast from the East”. Staff from across the Council dedicated long hours, enormous energy and great skills to keeping the city operating and keeping the residents of Edinburgh well informed during this exceptional weather event;</p> <p>Recognises the exceptional efforts made by many in partner agencies and third sector organisations such as the NHS, caring professions, and the emergency services, to continue to care for the city, and in particular for homeless people in the city, during this time;</p> <p>Welcomes and values the efforts made by individuals and groups volunteering in their communities, from checking on elderly and vulnerable</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>neighbours, to helping crucial healthcare staff get to work, and clearing snow in residential areas and school communities;</p> <p>Welcomes the support of the British Army, in particular Three Rifles based at Dreghorn Barracks, Colinton and 1 Scots based at Penicuik in supporting shift changes for critical staff at the Royal Infirmary of Edinburgh and the Western General hospitals while the severe weather continued;</p> <p>Congratulates Lothian Buses for its professional and expert service and communications during appalling adverse road conditions and particularly commends bus driver, Charmaine Laurie who deftly avoided an accident at Frogston, Fairmilehead; commends the excellent training she received at Lothian Buses, welcomes the</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>increased attention that Charmaine's inspiring story has brought for Lothian Buses as the nation's best bus company, and requests that the Lord Provost recognise her achievements in an appropriate manner;</p> <p>Notes a recent report from the Swedish Association of Local Authorities and Regions that, following a gender-balanced budgeting process, many Swedish cities, including Stockholm, now prioritise snow clearing from walkways and cycle paths first, especially those near bus stops and primary schools, followed by local roads, followed by highways.</p> <p>Agrees that the following issues will be considered as part of the forthcoming report to Transport and Environment Committee on the suitability and responsiveness of the current priority system on</p>				



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>gritting and snow-clearing, as agreed by Council on 1 February 2018:</p> <ul style="list-style-type: none"> a. any specific issues identified with the clearing / gritting of roads and footways; b. how to ensure that footways and cycle paths get due priority in snow-clearing efforts, drawing on examples from elsewhere in the UK and internationally; c. how best to co-ordinate and support the efforts of communities and volunteers. <p>Considers the capital city should be proud of the response and the spirit in which it faced the challenges of the severe weather.”</p>				

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

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

Transport and Environment Committee

Convener:	Members:	Contact:
<p data-bbox="188 338 435 416">Councillor Lesley Macinnes</p>  <p data-bbox="188 824 523 920">Councillor Karen Doran (Vice-Convenor)</p> 	<p data-bbox="584 338 946 712">Councillor Scott Arthur Councillor Eleanor Bird Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key</p>	<p data-bbox="1086 327 1377 432">Veronica MacMillan Committee Services 0131 529 4283</p> <p data-bbox="1086 506 1377 645">Rachel Gentleman Committee Services 0131 529 4107</p> <p data-bbox="1086 719 1329 857">Alison Coburn Senior Executive Assistant 0131 529 3149</p>

Recent news	Background
<p>Edinburgh Tram – York Place to Newhaven</p> <p>In September 2017, the Council approved the updated Outline Business Case for completing the existing tram line to Newhaven, and approved the commencement of Stage 2 activities, including the commencement of the procurement process to select preferred contractors along with the commencement of project consultation.</p> <p>A commitment was made to update and refine the business case following the completion of the procurement exercise, and bring a report back to Council by Autumn 2018 recommending a way forward.</p> <p>The project team continue to progress with all activities associated with the procurement stage of the project and tenders for the main works are due to be released to four shortlisted bidders on 20 April 2018. Tenders for the utility works are due to be released in mid June.</p> <p>The first phase of project consultation in relation to temporary traffic management during construction, business support, and final road layouts took place in March and April 2018. This was slightly later than planned but still in line with the overall delivery schedule. Ahead of commencing consultation, Elected Members were advised on the format of the consultation and the key themes being consulted on.</p> <p>This is the first stage of consultation and further consultation will follow in late summer after responses have been analysed and any changes made to proposals.</p> <p>The project team continue to engage with key stakeholders including Edinburgh Trams, THRE Edinburgh St James, Forth Ports, community councils, active travel groups and key utility companies.</p> <p>As reported previously the remaining phases of Leith Programme, Phase 5 and 6, have now been subsumed within the Tram project. At the March Transport and Environment Committee the project team was asked to explore if the the Phase 5 Public Hearing could remain temporarily sisted until a final decision is taken on whether to proceed with trams to Newhaven. Following this request discussions were held with the 'Planning and Environmental Appeals Division' which has now agreed to sist the public hearing until the end of 2018 to coincide with a decision on trams to Newhaven.</p>	<p>For further information</p> <p>Hannah Ross Senior Responsible Officer Tel: (0131) 529 4810 hannah.ross@edinburgh.gov.uk</p>

The design and Road Safety Audit for the replacement cycle delineators on Leith Walk is now complete and installation has commenced.

A project update will be provided on an on-going basis to Transport and Environment Committee through the business bulletin. It is intended to bring a more detailed report to the special committee meeting in June 2018 setting out progress, key issues, and next steps to completion of Stage 2.

Update on Local Transport Strategy Speed Limit Policies Safe 5 and Safe 6

The Council 's LTS Policy Safe 5 states 'The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (e.g. pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly'. Policy Safe 6 states 'On roads with no urban frontage, speed limits of 40mph or higher will generally be applied'.

Following the recent completion of the rollout of the citywide 20mph network, work is now being progressed on the potential reduction of 40mph speed limits across the city to 30mph, where deemed appropriate.

A list of all 40mph speed limit roads within the Council boundary has been compiled. Road type (urban/rural), length of the 40mph limit and personal injury collision statistics have also been gathered for each section.

The next step is to collect traffic speed and volume data for these roads, which will be evaluated in conjunction with the preceding information. This will allow recommendations for potential speed limit reductions to be made and any necessary alterations required to road markings and physical measures to be considered.

For further information

Stacey Monteith-Skelton, Senior Engineer

0131 469 3558

stacey.monteith-skelton@edinburgh.gov.uk

Issues relating to parking in residential streets around Murrayfield Stadium

On 1 February 2018, the Convener responded to a Council Question to consider the introduction of a community parking zone around Murrayfield Stadium.

Officers had previously investigated the possibility of introducing parking zones around Murrayfield but concluded

For further information

Stuart Harding,
Citywide Networks
Manager

0131 529 3704 or

stuart.harding@edinburgh.gov.uk

this should not be progressed due to the difficulties and complexities surrounding enforcement, the Traffic Regulation Order (TRO) and the potential displacement to outside the zone.

Initial investigations have taken place into the use of a Parking Zone (R) at Twickenham and their process for events is set out below.

Officers will continue to investigate the application of this and other schemes in the UK and will report back to Transport and Environment Committee in two cycles with recommendations. As the Murrayfield area does not currently have any controlled parking zone in the area, a TRO would be required to establish a Zone similar to the one at Twickenham.

The following sets out the Event process at Twickenham Stadium, Richmond, London

- When events are held at Twickenham Stadium, it can cause problems for transport and parking for local residents, businesses and their visitors.
- It is a full Controlled Parking Scheme with bays, lines etc that only operates on days when there is an event at the ground. It is called Zone R and it is not controlled by a TTRO.
- When very large crowds are expected on an event day (25,000 or more), Richmond Council introduce the 'Twickenham Event Zone R'. This is a one-day Community Parking Zone around Twickenham Stadium.
- For crowds of more than 30,000, the full Community Parking Zone is implemented covering a large number of roads in the area.
- For crowds of less than 30,000, a smaller sub Community Parking Zone is implemented covering a few number of roads immediately opposite the stadium.
- The days when the Zone will be in operation are signposted well in advance at the Zone entry points, and on major routes into the area.
- The boundary signs are changed for each Rugby match or Event and residents informed.
- A list of the events is posted on the Richmond Council website for local residents, businesses and their visitors.
- Residents and businesses within the 'Twickenham Event Zone R', can apply for free one-year permits for themselves and their visitors. Permit holders for the

surrounding Zones at Heatham and Cole Park do not need additional permits for event days, as their normal permits are valid for the days.

Road Closures

- With the high volume of pedestrians and traffic around the Stadium, the Council introduce a number of road closures on match or event days. This is usually 1.5 to 2 hours before and after an event. The timings and durations depend on the level of pedestrian traffic and the time of the event.
- These are implemented under the usual TTRO regulations.

General

- On event days, vehicles displaying a blue disabled parking badge may park free of charge within the 'Twickenham Event Zone R' area.
- Traffic may continue to drive through the area, except where the roads are closed.
- The Council recommends that visitors use public transport whenever possible.
- There are a number of car parks in the area and these are also listed on the Council web site.

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

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

From an early date the petitioner has indicated their preferred option would be within West Princes Street Gardens and they have been kept updated on the redevelopment activities being progressed in West Princes Street Gardens and the Ross Bandstand by the Council and the Ross Development Trust.

The petitioner is aware that the proposed works in the Gardens will have a significant impact on the potential location of any memorial.

In the meantime the petitioner is progressing with a design competition and has engaged four artists / architects to create a design proposal for the site. Once the design is agreed, the

For further information

David Jamieson

Parks, Greenspace &
Cemeteries

529 7055

david.jamieson@edinburgh.gov.uk

petitioner and the Council will discuss potential locations which would be suitable for the memorial.

There is currently no confirmed timescale for the design or installation of the memorial.

Smarter Places, Smarter Choices

The SCSP programme aims to encourage the uptake of active and sustainable travel, and reduce single occupancy car use. The Council has successfully bid for funding and has delivered a programme of SCSP projects each year since 2015.

The total amount of funding the Council hopes to be awarded for 2018/19 is £554,081. The programme will commence on 1 April 2018 and end on 31 March 2019.

The 2018-19 Programme will consist of four Work packages:

Workplaces – continuing to support large city employers (inc the Council) with travel planning to encourage greater uptake of active/sustainable travel to work/for work purposes.

Schools – continuing to undertake ‘Bikeability level 3’ programme in schools in more deprived areas, and running a series of school workshops.

Communities – continuing to undertake guided walks for new parents, encourage adherence to 20mph speed limits, and a series of active travel events in each Locality.

Research and Policy – co-ordinated research and engagement for three major projects: Low Emission Zones; Local Transport Strategy update; Central Edinburgh Transformation, and a contribution to the ‘Bike Life’ study undertaken jointly with Sustrans.

The funding awarded for each Work Package is as follows:

Work Package	Core £k	Supp £k	Total £k
Workplaces	100	10	110
Schools	56	20	76
Communities	125	68	193
Research and Policy	105		

For further information

Judith Cowie,
Smarter Choices,
Smarter Places
Programme Manager

0131 469 3694

judith.cowie@edinburgh.gov.uk

Delivery officers - Staff costs to employ two officers to deliver the Programme	70		
Total	456	98	554

Transport Forum engagement – Local Transport Strategy, Low Emission Zones, and the Central Edinburgh Transformation projects

Contextual Background:

The Transport Forum was set up to consider the modern transport needs of the city and is designed to give a greater voice to stakeholders and users of Edinburgh’s transport network. Its membership is comprised of transport specialists, citizens, and interested parties.

Remit:

The Forum functions as an advisory and consultative body and performs a valuable consultative and engagement role. It aims to be an effective mechanism to review and influence policy and strategic direction in order to contribute to medium and long term planning.

Current Issues:

The Forum is currently contributing input to three significant and inter-related projects: Edinburgh’s Local Transport Strategy, Low Emission Zones, and the Central Edinburgh Transformation project.

Its most recent meeting (28 February 2018) was a workshop format, comprising a varied range of stakeholders, to help identify issues and opportunities to be addressed through these inter-related projects.

The next meeting of the Forum will continue its focus on these projects, by reviewing the feedback from three months of stakeholder engagement, and testing some of the proposed scenarios.

For further information

Steven Murrell
Senior Transport Officer
Spatial Policy
Tel: 0131 469 3699

Communal Bin Trial

The Enhancing Communal Bin Collections project will involve the redesign of the existing communal bin service that the Council provides. Across the City there are approximately 18 000 communal bins, ranging from 500 litres to 3200 litres in size. The frequency of collection varies but typically the vast majority of communal bins are serviced on a twice per week frequency.

In order to achieve an enhanced level of service it is proposed that collections of these on-street communal bins for landfill and packaging (cardboard, cans, plastics) wastes will increase to an-every other day collection service. As a result of increasing the frequency of collection the number of bins required on-street could reduce by up to 25%.

It was agreed at the Transport and Environment Committee Thursday, 7 December 2017, to undertake a trial to assess the impact of increasing frequency on communal landfill bins. This bulletin provides an update on the on-going trial in Leith.

The trial is taking place in Leith between Leith Walk and Easter Road (Lorne Street, Lorne Square, Dalmeny Street, Iona Street, Albert Street, Buchanan Street, Sloan Street, South Sloan Street, Easter Road (part), Dickson Street and Jameson Place), where there are 196 landfill bins. The trial started in March 2018 with staff monitoring the fullness of bins under the current regime of twice weekly collections and continuing the monitoring as the crews moved to every other day collections.

To date there has been 55% increase of 'nearly empty' (<25% full) landfill bins which suggests that, with everyday collections, the number of landfill bins on the streets could be reduced. The next phase of the trial will be monitoring the impact of removing a number of landfill bins from the trial area. Reducing landfill bins will allow us to evaluate the possibility of increasing recycling bins and their location along a street.

During the trial the number of overflowing bins has been found to decrease on average from 19 to 8 bins.

For further information

Karen Reeves

Technical Manager

Tel: 0131 469 5196

karen.reeves@edinburgh.gov.uk

Instances of fly-tipping is also being monitored to see whether there is any correlation with the fullness of the bins. To date only 6% of fly-tipping is related to overflowing bins. The rest of the fly-tipped items were either next to empty bins or away from the bins. It is likely these items were too bulky for residents to them within the bins (eg sofas, mattresses etc) and they did not use other ways of disposing of their unwanted household furniture. This aligns with the findings of Changework's Edinburgh Communal Recycling Consultation which showed most survey respondents were not aware of the Council's special uplift service.

A full report on the outcome of the trial with be presented to the Transport and Environment Committee in August 2018.

Graffiti Working Group

The Culture and Communities Committee on 20 March 2018 considered [a report](#) on a proposal to establish an Elected Member and Officer Graffiti Working Group. It was proposed that the group would devise an action plan to reduce the amount of graffiti in the city.

The Committee agreed to approve the establishment of a joint elected members Graffiti Working Group; to appoint three coalition members and three opposition members; to request regular updates on progress during the term of the working group; and to update the Transport and Environment Committee on the establishment and work of this group.

For further information

Gareth Barwell

Head of Place
Management

0131 529 5844

Gareth.barwell@edinburgh.gov.uk

Motion by Councillor Staniforth - Powderhall Railway Path

The North East Locality Committee at its meeting on 19 February 2018 approved an adjusted motion by Councillor Staniforth and agreed to refer the motion to the Transport and Environment Committee for information.

For further information

Cliff Hutt

Service Manager
Transport Infrastructure

0131 469 3751

cliff.hutt@edinburgh.gov.uk

“Committee:

- 1) Notes that Powderhall Rail Line is safeguarded for use as a cycleway/footpath in the Edinburgh Local Development Plan, and is included in the city's proposed 'QuietRoutes' network as shown in the 2016 refresh of the Council's Active Travel Action Plan.
- 2) Notes the Powderhall Waste Transfer station has been inactive since late 2016 and is due to close permanently in 2018;
- 3) Agrees that developing a walking/cycling route along the old Powderhall Rail Line would contribute positively to the active travel infrastructure in North East Edinburgh, and the feasibility of this should be explored.
- 4) Therefore agrees that officers will meet with Network Rail, the Powderhall Railway Path Working Group, Sustrans and any relevant stakeholders and provide an update in the North East Locality Committee Business Bulletin within six months' time, including an estimated timeline for carrying out a feasibility study regarding opening the Powderhall Railway Path as a walking/cycling route. The report should also include the possibility of creative community usage and input in the form of sculpture or other public art.”

Forthcoming activities:

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Petition for Consideration: Improving Parking in the Leith Central Area (LCA)

Item number	7.1
Report number	
Executive/routine	Executive
Wards	City Centre/ Leith/ Leith Walk

Executive Summary

The City of Edinburgh Council at its meeting on 22 June 2017 agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.

The Transport and Environment Committee is asked to consider a petition at this meeting.

Improving Parking in the Leith Central Area (LCA)

1. Summary

- 1.1 The Committee is asked to consider a petition.
- 1.2 A valid petition entitled 'Improving Parking in the Leith Central Area (LCA)' has been received. The petition received 390 signatures.

2. Recommendations

To consider the terms of the petitions 'Improving Parking in the Leith Central Area (LCA)' as set in Appendix one.

3. Measures of success

There are no immediate measures of success applicable to this report.

4. Financial impact

There are no financial impacts arising from the consideration of the petitions.

5. Risk, policy, compliance and governance impact

There are no risk, policy, compliance and governance impacts arising from the consideration of the petition.

6. Equalities impact

There are no equalities impacts arising from the consideration of the petition.

7. Sustainability impact

There are no sustainability impacts arising from the consideration of the petition.

8. Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

9. Background reading/external references

Minute of the City of Edinburgh Council 22 June 2017

Andrew Kerr

Chief Executive

Contact: Samuel Ho, Acting Area Support Team Clerk

E-mail: samuel.ho@edinburgh.gov.uk | Tel: 0131 529 4210

10. Links

Council Priorities

Single Outcome Agreement

Appendices

Appendix 1 – Petition - Improving Parking in the Leith Central Area (LCA)

Appendix 1 - Improving Parking in the Leith Central Area (LCA)

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
22 February 2018	10 May 2018	<p>Improving Parking in the Leith Central Area (LCA)</p> <p>Many who live in the Leith Central Area (LCA), much of which is just outside the controlled parking zones of central Edinburgh, experience problems with car parking. For those who own cars, it can be very frustrating trying to find a space.</p> <p>Why is this so when less than half of Leith residents own a car?</p> <p>LCA has become the parking place of choice for many commuters due to its close proximity to the city centre. The availability of an excellent transport system and free parking has become increasingly attractive to commuters, including some cyclists, tourists and others displaced from nearby controlled parking zones.</p> <p>This situation can be both frustrating and dangerous with restricted access for emergency vehicles, council services, those with disabilities, trades people and pedestrians.</p> <p>Leith Central Community Council and Abbeyhill Colonies Residents' Association believe that, as a matter of urgency, the City of</p>	City Centre/ Leith/ Leith Walk

		<p>Edinburgh Council should engage with the community on developing and implementing a package of measures to:</p> <ol style="list-style-type: none">1. give parking priority to residents within those areas of LCA beyond the current controlled parking zones2. ensure clear access for emergency vehicles and Council services.	
--	--	--	--

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

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

Item number	7.2
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18, 19

Executive Summary

At its meeting of [10 August 2017](#) Committee considered an update report on progress on delivering the 48 actions contained within the Parking Action Plan (PAP).

This report provides further updates on key elements of the PAP, in particular the progress made on:

- a revised pricing structure for resident parking permits;
- a consultation on the introduction of a surcharge on residents permits for diesel vehicles;
- a policy-led pricing strategy for other permit types;
- the roll-out of shared use parking and visitor permits; and
- introducing Sunday parking restrictions in the city centre.

The report provides further detail on these proposals and gives indications of the likely timescales required to introduce the changes.

The report also details the outcome of the consultation on the potential introduction of a permit surcharge for diesel vehicles, as requested by the Committee.

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

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the results of the diesel surcharge consultation;
 - 1.1.2 notes that it is proposed to introduce a resident permit surcharge to all diesel vehicles and that a further report will be submitted to Committee in August 2018 with detailed proposals for implementing such a charge;
 - 1.1.3 approves the residents permits proposals, as detailed in Appendix 1, for:
 - 1.1.3.1 introducing a revised pricing structure; and
 - 1.1.3.2 applying future permit price increases.
 - 1.1.4 approves the proposals for other permit types, as detailed in Appendix 2 for:
 - 1.1.4.1 introducing revised pricing structures; and
 - 1.1.4.2 applying future permit price increases.
 - 1.1.5 approves the commencement of the legal process to implement the revised pricing structures, including the methodologies detailed for applying future permit price increases;
 - 1.1.6 approves the commencement of the legal process to make the additional changes to the Controlled Parking Zones as detailed in Appendix 4; and
 - 1.1.7 notes that the legal process to introduce Sunday parking restrictions and to roll out shared use parking and visitor permits is to commence in June 2018.

2. Background

- 2.1 In [June 2016](#), Committee approved the PAP, one of a suite of Action Plans designed to help deliver accessibility and transport improvements across the city in support of the Local Transport Strategy.
- 2.2 At the same meeting, Committee also approved the commencement of a legal process to introduce parking controls in the city centre on Sunday afternoons.
- 2.3 At its meeting of 10 August 2017, Committee considered a report which provided an update on the current position of the PAP. That report showed progress on 22 of the 48 actions within the PAP, with eight of those actions having been completed.

- 2.4 This report provides further details on some of the key actions within the PAP, including Sunday parking, shared use parking and the revised pricing strategy. It also provides details of the results of the consultation on applying a surcharge for diesel-fuelled vehicles.

3. Main report

- 3.1 The PAP contains 48 actions designed to support the Council's wider transport strategy. This will be achieved through a range of improvements to parking and developments in the way that the parking service is delivered, including providing better information to our customers, helping to make Edinburgh a better place to live.
- 3.2 While eight of the 48 actions have now been completed, several of the key actions have yet to be completed. This report details progress made in the following areas:
- Action 9: Pricing Strategy;
 - Action 23: Visitor permits;
 - Action 7: Shared-use parking; and
 - Action 6: Sunday parking controls.
- 3.3 Within this report is contained further detail on each of these actions, plus indications of the costs involved and the anticipated timescales for delivering the proposed improvements.
- 3.4 Also detailed within this report are the results of the consultation exercise into the potential addition of a permit surcharge for diesel vehicles. This consultation was called for by Committee at its meeting of 10 August 2017.

Action 9: Pricing Strategy

- 3.5 The report considered by Committee in August 2017 included the first part of the proposed pricing strategy, covering proposals for resident parking permits, with the intention that further parts would cover other permit types and pay-and-display parking.
- 3.6 Included in the first part of the strategy was the proposed introduction of a levy on resident parking permits issued to diesel vehicles. Several other local authorities have introduced similar measures as a means of encouraging residents to switch to less polluting vehicles and, by doing so, help to improve air quality within their authority areas.
- 3.7 One of the actions upon officers from that Committee was to conduct a consultation exercise to determine the views of those who might be affected by such a levy. That consultation is now complete, with several different approaches being used to encourage the public to respond. Over 5,400 responses were received, and the full results can be found in Appendix 1 to this report.

- 3.8 Further work is now required in terms of how any such charge should be implemented. A further report will be prepared for consideration by Committee in August 2018.
- 3.9 Committee had approved the proposal for resident permits to change from a 5-band system of permit pricing to a 7-band system, on the basis that this would protect and reward the owners of the most environmentally friendly vehicles. The proposal also indicated that future increases in permit prices would be linked to the Retail Price Index (RPI).
- 3.10 Appendix 1 gives further detail on:
- 3.10.1 the proposed pricing structure,
 - 3.10.2 how permit prices in different zones or pricing band are related to one another;
 - 3.10.3 how the price of first and second resident parking permits will be calculated; and
 - 3.10.4 how future permit price increases will be applied using RPI.
- 3.11 Consideration has also been given to other permit types and how charges are currently applied. Appendix 2 contains details of the proposed pricing structure for these other permit types and describes how permit prices will be set and how price increases will be applied.

Action 7: Shared-use parking

- 3.12 The process of determining the extent of the proposed changes to the on-street allocation of parking space has been completed. The aim of that process has been to try to redress the current imbalance between on-street space available to resident permit holders and the number of vehicles with permits. The results of this process can be found in Appendix 3, where there are details of both the existing allocation of parking space and the proposed re-allocation of space. Current permit levels are also detailed on a zone by zone basis.
- 3.13 It is now proposed to take forward these changes, in conjunction with the proposals for Sunday parking, as part of the same traffic order.
- 3.14 The timeline for making these changes on-street can be found in Appendix 5.

Action 6: Sunday parking controls

- 3.15 The roll-out of Sunday parking restrictions will use the same legal and implementation process as the introduction of shared-use parking. Implementing both changes at the same time will reduce costs and avoid the unnecessary duplication of work.

- 3.17 The introduction of parking controls in the city centre on Sunday afternoons was approved by Committee in June 2016. In August 2017 Committee considered a further report on the PAP which explained that a separate piece of work (the switch from written traffic order schedules to map-based schedules) would be completed prior to the advertising of the order for both Sunday parking and shared-use parking. The shared-use roll-out also relies on the completion of the process to switch to map-based traffic orders.
- 3.18 The switch to map-based schedules has involved a significant amount of data gathering and validation, as well as necessitating wording changes to the remaining written parts of the orders. As a result, this process has taken longer than anticipated, delaying the commencement of the legal process for Sunday parking and shared-use.
- 3.19 The revised timeline for making these changes on-street can also be found in Appendix 5.

Changes to the Controlled Parking Zones

- 3.20 While the main topics detailed above are the primary changes being made to the operation of the Controlled Parking Zone (CPZ), there are several other changes that it is proposed to take forward at the same time.
- 3.21 The proposed changes are detailed in Appendix 4 to this report.

Timelines and Cost Implications

- 3.22 It is proposed that a single legal process be employed to bring about the proposed changes that are either detailed within this report or, as in the case of Sunday parking controls, have been previously approved by Committee. Appendix 5 contains details of the anticipated timeline for delivering these changes and the likely costs involved.

4. Measures of success

- 4.1 The primary measure of success will be the successful completion of the legal processes required to introduce the proposed changes to the operation of the CPZ.
- 4.2 In order to assess the impact of the PAP against its objectives, it is proposed to carry out a Parking Satisfaction Survey, shortly after implementation of the roll-out of shared-use parking, visitor permits and the introduction of Sunday parking controls. This will consider impacts on the following groups:
- 4.2.1 CPZ residents, both permit holders and non-permit holders;
 - 4.2.2 Other permit holders (businesses, trades etc);
 - 4.2.3 City centre businesses;
 - 4.2.4 Non-residents who park in the city centre; and
 - 4.2.5 Other road users.

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

5. Financial impact

- 5.1 The recommendations contained within this report, and within the PAP, will result in no immediate financial implications to the Council.
- 5.2 However, there will be future financial implications involved in implementing Sunday parking and Shared-Use parking, as well as ongoing costs related to increased enforcement resources. It is anticipated that the pricing strategy will result in no loss of income to the Council.

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. The ERIA is being considered as a live document that will be updated and amended as the process of implementing the various elements of the PAP progresses.

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.
- 8.2 It is anticipated that the proposal to introduce a revised pricing strategy and the extension of controls to Sundays will have a positive impact in reducing carbon emissions and in building a sustainable Edinburgh. This will be achieved by reducing the number of trips made by private vehicle, encouraging use of both public transport and active travel alternatives to private vehicles, and by the resulting improvements in road safety and accessibility.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh through encouraging use of public transport and active travel. The provision of measures designed to manage parking demand will create equality of opportunity and parking controls will provide for improved road safety and improved accessibility for those who have mobility issues.
- 8.4 It is anticipated that the proposed pricing strategy, involving changes to the existing arrangements for permit charges, will have a positive impact on pollution and air quality within the city centre.

9. Consultation and engagement

- 9.1 A consultation exercise on the content of the draft PAP was conducted during October 2015. The responses to that consultation were considered by Committee on 15 March 2016.
- 9.2 The majority of the potential changes that arise from the PAP will require the processing of one or more traffic orders. The actions discussed in detail within this report will be taken forward in a single traffic order. As is specified within the governing legislation, any changes made by traffic orders are subject to a full, statutory consultation process, during which any interested party may make their views known to the Council. The traffic order process will also involve consultation with a wide range of stakeholders representing those likely to be affected by the proposals.
- 9.3 In addition to the statutory consultation, it is also proposed to engage with Community Councils, residents' groups and other key stakeholders on the detail of the proposals for the roll-out of shared-use parking places and that this consultation will inform the final design of those proposals.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 10 August 2017 entitled 'Delivering the LTS 2014-19 - [Parking Action Plan](#)'.
- 10.2 Report to the Transport and Environment Committee on 7 June 2016 entitled '[Parking Action Plan](#)'.
- 10.3 Report to the Transport and Environment Committee on 15 March 2016 entitled '[Parking Action Plan](#)'.
- 10.4 Report to the Transport and Environment Committee on 25 August 2015 entitled '[Draft Parking Action Plan](#)'.
- 10.5 Report to the Transport and Environment Committee on 13 January 2015 entitled '[Delivering the LTS - Parking Action Plan Update](#)'.
- 10.6 Report to the Transport and Environment Committee on 3 June 2014 entitled '[Delivering the LTS Parking Action Plan](#)'.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

Appendix 1 – Pricing Strategy – Residents Permits

Appendix 2 – Pricing Strategy – Commercial Permits

Appendix 3 – Shared-use parking

Appendix 4 – Other changes to the CPZ

Appendix 5 - Proposed timelines and budgetary requirements

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

Appendix 1 – Pricing Strategy - Resident parking permits

Since 2010, prices for resident parking permits have been based on either the emissions of the vehicle (CO² as detailed on the V5C) or on engine size.

In the report that was considered by the Transport and Environment Committee on 10 August 2017 (see Appendix 3 to that report), it was explained that, while this approach had been successful in keeping vehicle ownership by permit holders in Edinburgh in line with national trends, further consideration was required as to how the Council would meet the challenging targets set by the Scottish Government in terms of both carbon reduction and air quality.

This Appendix looks in detail at two proposals designed to help the Council to achieve these targets:

- A revision to the pricing structure for resident's permits and the way that future price increases are calculated; and
- The introduction of a surcharge on all vehicles issued with residents permits.

Part 1: Proposed revisions to resident's permit banding and prices

Background

In August 2017, Committee approved amendments to the permit pricing system that would see a change from five bands to seven. It further agreed that permit prices would increase under a new RPI-based system, with vehicles in higher bands seeing greater increases in permit prices and that second permit prices would also be graduated, based on charging band.

The following paragraphs provide additional detail on the proposed changes, as well as proposing initial prices under the new system.

The current structure of prices uses the following five-band system:

Table 1 – Current permit bands

Band	1	2					3			4	5		
CO ₂ Range	0 100	101 110	111 120	121 130	131 140	141 150	151 165	166 175	176 185	186 200	201 225	226 255	256 ∞
%age	3.3%	4.9%	9.3%	8.4%	15.4%	14.9%	16.9%	6.8%	5.4%	5.2%	4.0%	3.0%	2.4%
%age	3.3%	53%					29.1%			9.2%	5.4%		

As can be seen from this table, the majority of permit holders fall into either band 2 or 3. While the intention behind charges based on emissions is to encourage permit holders to consider the environmental impact when making their choice of vehicle, the current band ranges provide little incentive for a permit holder to consider a more environmentally friendly vehicle. Permit holders with existing vehicles near to the top of the CO₂ range, particularly in Bands 2 and 3, would need to change to a vehicle with significantly lower emissions to see any benefit in terms of permit price.

Having considered a range of options, the report to Transport and Environment Committee on 10 August 2017 proposed a revised structure, moving to a seven-band system.

Table 2 – Proposed permit bands

Band	1	2		3		4		5		6		7	
CO ₂ Range	0 100	101 110	111 120	121 130	131 140	141 150	151 165	166 175	176 185	186 200	201 225	226 255	256 ∞
%age	3.3%	4.9%	9.3%	8.4 %	15.4%	14.9%	16.9 %	6.8%	5.4 %	5.2%	4.0%	3.0 %	2.4 %
%age	3.3%	14.2%		23.8%		31.8%		12.4%		9.2%		5%	

As can be seen from this table, the proposed banding system provides a more equal distribution of permit holders across the range of bands. This change will improve the opportunities for permit holders to switch to a vehicle that will fall into a lower band and, as a result, allow permit holders to more easily realise a financial benefit from such a change.

As previously reported, in August 2017, it is also proposed to change the way that permit price increases are applied. Currently, permit prices tend to rise by a flat rate which is applied across all permit bands.

It is now proposed that increases in permit prices be linked to the Retail Price Index, and that the rate of increase be dependent on the charging band. This approach was also detailed in the report to T&E in August 2017.

The proposed rates of increase are as follows:

Table 3 – Increases linked to RPI

Band	Rate of Annual Increase
1	RPI + 0.0%
2	RPI + 0.5%
3	RPI + 0.5%
4	RPI + 1.0%
5	RPI + 1.5%
6	RPI + 2.0%
7	RPI + 3.0%

Setting Initial permit prices

To set the permit prices under the revised banding system it is proposed to set an initial charge of £101 for permits which fall into Band 3 within the Peripheral (Zones 5 to 8) and Extended Zones (N1 to N5 and S1 to S4). Prices in the other bands will be expressed as a percentage of this Base Rate, as follows:

Table 4 – Relationship of prices between bands – Peripheral and Extended Zones

Band	1	2	3	4	5	6	7
%age of BASE	30%	70%	(BASE)	120%	140%	180%	250%
<i>Example</i>	<i>£30.30</i>	<i>£70.70</i>	<i>£101</i>	<i>£121.20</i>	<i>£141.40</i>	<i>£181.80</i>	<i>£252.50</i>

Note: Bands 1, 2 and 4 to 7 are calculated from the Base Rate in Band 3

Historically, permit prices in the central zones have historically been twice the cost of peripheral and extended zone permits. This differential reflected the higher levels of demand on the available space and the additional hours of control and the resulting need for the higher levels of enforcement required to effectively manage parking in the city centre.

To reflect the proposed introduction of Sunday parking controls, permit prices in the Central Zones (where Sunday controls will apply) will see an increase in permit prices that reflects the increase in controlled hours and the additional enforcement required. Permit prices have always covered part of the cost of enforcement, with the remaining costs being met from other sources of parking income, primarily pay-and-display. This will continue to be the case and as such, Central Zone permit holders will see an average increase in permit prices of around 8.5%, which will cover approximately 50% of the anticipated £150K additional enforcement costs, in line with the current contribution to enforcement costs made by permit holders across the CPZ.

The proposed increase for permit prices in the Central Zone will be apportioned across the bands using the same system as in Table 4 above. Permit holders in Band 1 will see an increase in permit price of approximately 1%, while permit holders in Band 7 will see greater increases of around 9% in accordance with the aims behind emission-based pricing. As a result, permit prices in the central zones would be slightly more than twice the price of permits in the peripheral and extended zones.

Should the proposal to introduce Sunday parking controls not proceed, then it would be proposed, subject to Committee approval, to revert permit prices in the Central Zone to being twice the price of permits in the peripheral and extended zones.

Permits that are issued for either three or six months will be expressed as a percentage of the annual permit price. Three month permits will cost 33.3% of the annual price, whilst the cost of six month permits will be set at 60%. These percentages reflect the additional administration costs incurred by the Council in comparison to issuing annual permits.

Permit prices in Priority Parking Areas (PPA) will, for the first time, be directly linked to the prices of permits within the CPZ. Based on an assessment of the existing pricing structure within PPAs and the need to ensure that the same principles are applied in these areas in terms of encouraging residents to consider their choice of vehicle, it is proposed that permits in B1 to B10, as well as any future PPAs, cost 33.3% of permits in the Peripheral and Extended Zones.

Similarly, permit prices in Zone K, the permit scheme introduced in Kingston Avenue to address issues with parking related to the Royal Infirmary of Edinburgh, will, for the first time, be linked to vehicle emissions. Considering the additional period of control (10 hours per week compared to 7.5 hours per week in all PPAs), it is proposed that permits in Zone K be set at 44% of the price of permits in the Peripheral and Extended Zones.

It is worth noting that permit prices in Zone K have remained unchanged since the Zone was introduced in 2006 and that permit prices are currently set at £40 per annum. While the proposed changes will see an increase in permit prices for vehicles in certain bands, when compared to a general increase in the overall cost of living, permits in Zone K should now cost around £60. It is anticipated that the majority of permit holders in Zone K will continue to pay less than this figure.

Table 5 shows the full range of prices proposed for all residential permits under the proposals outlined above.

Impact on permit holders

Many permit holders who have already switched to more environmentally friendly vehicles, will see their permit prices reduce because of the proposed changes. This reduction recognises the positive impact of such choices in terms of improving air quality throughout the city. Of those permit holders who will see increases in their permit costs, many will experience only a moderate rise, with the highest increases being applied to the most polluting vehicles (around 14% of the permit fleet)

For permit holders in Zones 1 to 4, permit prices will generally rise compared to existing prices, partly as a result of the revised banding system, but also as a result of the increasing costs associated with Sunday parking. Nonetheless, many permit holders in Zones 1 to 4 will also see a reduction in the price of their permit. Second permit prices, which have different levels of surcharge based on charging band, will also rise or fall depending on vehicle choice.

These changes do, however, reflect the primary aim of the review of the pricing structure. Those who already have more environmentally friendly vehicles will see a benefit from their vehicle choice, whilst those with more polluting vehicles will see their permit prices increase.

Table 5 – Proposed Permit Pricing

	Band	1	2	3	4	5	6	7
		Central Zone						
Permit 1	12 month	£61.20	£144.70	£208.80	£252.20	£296.20	£385.70	£547.90
	6 month	£ -	£86.80	£125.20	£151.30	£177.70	£231.40	£328.70
	3 month	£ -	£48.10	£69.50	£83.90	£98.60	£128.40	£182.40
Permit 2	12 month	£73.40	£173.60	£261.00	£315.20	£370.20	£501.40	£712.20
	6 month	£ -	£104.10	£156.60	£189.10	£222.10	£300.80	£427.30
	3 month	£ -	£57.80	£86.90	£104.90	£128.20	£166.90	£237.10
		Peripheral and Extended Zones						
Permit 1	12 month	£30.30	£70.70	£ 101.00	£121.20	£141.40	£181.80	£252.50
	6 month	£ -	£42.40	£60.60	£72.70	£84.80	£109.00	£151.50
	3 month	£ -	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
Permit 2	12 month	£36.30	£84.80	£126.20	£151.50	£176.70	£236.30	£328.20
	6 month	£ -	£50.80	£75.70	£90.90	£106.00	£141.70	£196.90
	3 month	£ -	£28.20	£42.00	£50.40	£58.80	£78.60	£109.20
		Priority Parking Areas						
Permit 1	12 month	£10.00	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6 month	£ -	£14.10	£20.10	£24.10	£28.20	£36.30	£50.40
	3 month	£ -	£7.80	£11.10	£13.40	£15.60	£20.10	£27.90
Permit 2	12 month	£11.80	£29.30	£42.00	£50.30	£58.70	£78.60	£109.20
	6 month	£ -	£17.50	£25.20	£30.10	£35.20	£47.10	£65.50
	3 month	£ -	£9.70	£13.90	£16.70	£19.50	£26.10	£36.30
		Zone K						
Permit 1	12 month	£13.30	£31.10	£44.40	£53.30	£62.20	£79.90	£111.10
	6 month	£ -	£18.60	£26.60	£31.90	£37.30	£47.90	£66.60
	3 month	£ -	£10.30	£14.70	£17.70	£20.70	£26.60	£36.90
Permit 2	12 month	£15.90	£37.30	£55.50	£66.60	£77.70	£103.80	£144.40
	6 month	£ -	£22.30	£33.30	£39.90	£46.60	£62.20	£86.60
	3 month	£ -	£12.40	£18.40	£22.10	£25.80	£34.50	£48.00

Note: All permit prices in the above table have been rounded down to the nearest £0.10. This rounding down will be applied to all future permit calculations.

Future Permit Price Calculations

It is proposed that the prices shown above will be brought in, via the same traffic regulation order (TRO) that will introduce widespread shared-use parking, visitor permits and Sunday parking controls. It is anticipated that these changes will be in place in Spring 2019.

In subsequent years, starting in 2020, permit price increases will be applied using the RPI+ figures detailed earlier in this Appendix. The process for determining the rate of RPI will require the calculation or identification of the average rate of change of RPI over the previous calendar year. The permit price calculations will be made each January, as soon as the rate of change of RPI for the period between the preceding January to the preceding December are available. This data is typically available mid January and can be found, for example, on the website for the Office for National Statistics.

Permit figures will then be calculated for all permit bands and all Zones or PPAs using the figures within this appendix and summarised as follows:

- Prices for all 12 month first permits in the Peripheral and Extended Zones calculated on an RPI basis;
- Prices for all permits in the Central Zone calculated as a percentage, where the percentage varies by charging Band, of the 12 month permit prices in the Peripheral and Extended Zones;
- Prices for all 12 month first permits in Priority Parking Areas calculated at 33% of 12 month permit prices in the Peripheral and Extended Zones;
- Prices for all 12 month first permits in Zone K calculated at 44% of 12 month permit prices in the Peripheral and Extended Zones;
- All prices for second 12 month permits will be calculated, depending on Band, at 20%, 25% or 30% of the 12 month first permit price for that area;
- All six month first and second permits calculated at 60% of the respective first or second 12 month permit price in each Band;
- All three month first and second permits calculated at 33.3% of the respective first or second 12 month permit price in each Band;
- All calculations will round down the permit price to the nearest £0.10.

Tables 6 through 8, at the end of this Appendix, show the calculations that will be used to calculate future permit prices.

Price changes will be made via Notice, in accordance with the statutory requirements of the extant legislation, and to come into effect on the first Monday in April of each year.

Part 2 - Parking Permit Diesel Surcharge

As part of the Council's Parking Action Plan, a Pricing Strategy is being developed to review all parking related charges in Edinburgh.

One of the proposals is to consider the introduction of a surcharge on parking permits issued to diesel vehicles. The Transport and Environment Committee approved the Pricing Strategy but requested a three months consultation on the possible introduction of a diesel surcharge. This report informs Committee of the consultation results.

The consultation ran from 24 October 2017 until 28 January 2018. An online questionnaire was circulated to; residents, business and retailers' permit holders, Community Councils, business organisations and promoted through the Council's social media channels. Paper copies were available at libraries within the Controlled Parking Zone and upon request.

There was a huge response to the consultation and 5,412 responses were received to the online questionnaire. This is the highest number of online responses to any consultation run through our Consultation Hub. A further 23 e-mails and letters were also received and analysed.

Air Quality

Of the respondents 98.65% live within Edinburgh and this demonstrates that the responses received are from people who would be affected by the proposals. Of the responses, 52 were received from people representing an organisation.

The results of the main questions regarding air quality and the potential introduction of the diesel surcharge are summarised as follows:

Q4 How concerned are you about the impact that air quality has on your health?

Very Concerned	Fairly Concerned	Slightly Concerned	Not at all Concerned	Don't Know
27%	35%	26%	12%	0%

Q5 To what extent would you agree or disagree that it is important to tackle air pollution now?

Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know
39%	43%	13%	3%	2%	0%

Q6 To what extent would you agree or disagree that the Council should charge more for permits issued to the most polluting vehicles?

Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know
22%	25%	10%	16%	26%	1%

Q7 To what extent do you support or oppose the introduction of a diesel surcharge on residents' parking permits to help tackle air pollution?

Strongly Support	Support	Neither Support nor Oppose	Oppose	Strongly Oppose	Don't Know
18%	14%	8%	16%	43%	1%

Q8 To what extent do you support or oppose the introduction of a diesel surcharge on business parking permits to help tackle air pollution?

Strongly Support	Support	Neither Support nor Oppose	Oppose	Strongly Oppose	Don't Know
28%	21%	13%	13%	24%	1%

The above results demonstrate that overall the majority (88%) of respondents recognise the impact air quality has on their health and agree (82%) that it is important to tackle air pollution.

Nearly half (47%) of respondents agree the Council should charge more for permits, compared to 42% who do not agree, issued to the most polluting vehicles. However, 59% oppose the introduction of a diesel surcharge on resident parking permits to help tackle air pollution.

Fewer respondents (37%) oppose the introduction of a diesel surcharge on business parking permits compared to nearly half (49%) who agree with this proposal.

Therefore, respondents appear to be concerned about the impact air quality has on their health, agree that it is important to tackle air pollution, but are less likely to support proposals which will require them to pay more to achieve these aims.

Permit Holders

The majority of respondents (79%) are residents' permit holders, 1% are business or retail permit holders, 11% are non-permit holding residents and the rest 9% are none of the above groups.

Similar responses were received from all permit types, people are concerned about the impact of air quality on their health and agree that it is important to tackle air pollution immediately. Although business and retailer permit holders support this (63%) this was lower than the other groups by 15-22%.

There is mixed opinion as to whether the Council should charge more for permits issued to the most polluting vehicles. Resident permit holders and the non-permit holders slightly favour this approach compared to none of the above group who slightly disagree. However, business and retailer permit holders clearly disagree with two thirds against (66%) compared to around one third (30.55%) who agree. However, the survey suggests that the price of a parking permit influences some (19%) respondents' vehicle choice.

The majority of residents' permit holders (59%) are against a surcharge on resident parking permits. However, when asked about a surcharge for business permits a slight majority of residents' permit holders (50.49%) are in favour. Business and retailers' permit holders are against (77%) this proposal.

Fuel Type

Diesel (54%) and LPG (57%) respondents do not agree the Council should charge more for permits issued to the most polluting vehicles, but those using other fuel types do, with support being over 59% for them.

There is a mixed response for and against the introduction of a diesel surcharge on residents' parking permits based on the respondent's fuel type. The majority of diesel (80%) and LPG (57%) respondents oppose the introduction compared to petrol (52%), hybrid – petrol (65%), electric (59%), other (60%) and not applicable (54%) respondents who support the proposal.

Less than half of diesel respondents (48%) oppose the introduction of a diesel surcharge on business parking permits compared to 35% who support the proposal. The other fuel types are all 59%+ in support of a diesel surcharge on business parking permits.

Other Comments

Of the 5,412 online respondents, 3,998 chose to submit additional comments in the final open-ended question. The main themes emerging from these responses are noted in the table below along with the number of times the issue was recorded and an example. The themes are listed highest to lowest below.

No.	Theme	Count	Example
1	Not fair to penalise those with existing diesel cars	1,128	Do not punish drivers who purchased diesel cars on the recommendation of the government.
2	Varying diesel emissions - charge accordingly	592	It is missing the point that different diesel vehicles and their age have impact on emissions. The London proposal is banded and modern diesels are still exempt from the additional charge.
3	Cost/can't afford	531	It is a huge expense to replace a car and not something that many people are necessarily able to do. This is a tax on hard-working, hard-pressed families.
4	Encourage Electric Vehicles	365	The introduction of electric buses should be the council's priority.
5	Ban/reduction on carbon emitting taxis	354	I strongly suggest that the buses and old taxis used in this city are all converted away from diesel before raising the prices of parking permits.

6	Ban/reduction on carbon emitting private vehicles	348	I think that a ban on carbon-emitting private vehicles within the city and more pedestrianised areas will be needed in the years ahead.
7	Irregular car users shouldn't be penalised	333	I use my bicycle for all journeys within Edinburgh and only use the car for longer trips - why should I be penalised for this?
8	Target drivers who bring their car into the city from elsewhere	301	Instead I think a charge should be applied to cars which enter and leave the city each day.
9	New diesel cars should be charged	294	I think if a surcharge were to be brought in it would not be fair to add it to current vehicles as people may not have budgeted for this. It would only be fair on new vehicles.
10	Encourage use of public transport	215	It would be a better idea to offer incentives of free bus rides to and from the park and ride, or similar! Don't punish people, as it won't have a great impact on the changes you are hoping to make. Encourage people by providing alternative options and support them in supporting you to make changes.
11	Use of revenue	192	I would hope that the Council would use this income for related environmental projects. These should include streetscape improvements for pedestrians, cycle tracks and work with schools on environmental issues - encouraging their parents not to drive them to school and not in huge diesel 4x4s.
12	Encourage cycling	168	I think more effort should be made to encourage cycling as a means of mass transport, for example extending the on-street bike storage pilot scheme to cover larger areas of the city.
13	Scientific evidence	162	Encouragement and good information backed with strong science is the appropriate persuader given the advice and guidance previously issued by government. It should also be recognised not all diesel vehicles are heavy pollutants. Diesels aren't harmful (false as we know, not least after an excellent presentation at the recent Napier Electric Vehicle Conference that covered diesel's harmful effects on human health).

14	Phase scheme in	144	I think it's unfair to add a surcharge to owners of diesel vehicles in the near future. I'd suggest introducing the surcharge maybe in 2019/2020 so people have a chance to consider buying a new car or save for the surcharge on the permit.
15	Cost reduction for vehicles with low emission	118	There needs to be more transparency on where this additional revenue would be spent. If the intention is to offset this against the least polluting vehicles (and Edinburgh Council take no additional revenue from residents), then this proposal could have merit.
16	Encourage walking	102	I'd prefer the Council to invest more in cycling, walking and public transport to help encourage people to stop using cars altogether.
17	Implementation	19	Implementation of this needs to be transparent and engaging with members of the public, especially in terms of educating diesel owners of the effect it will (or will not) have on their permit.
18	Exemptions (blue badge)	12	You must also think of inclusiveness – many people, including disabled and elderly find public transport quite difficult. Not all have, or are eligible for a blue badge.

Summary

The results of the consultation demonstrate that people in Edinburgh are concerned about the impact that poor air quality may have on their health, that it is important to tackle poor air quality now and when considering parking permits, pricing can help to influence behaviour. Yet, it is clear that respondents do not want to contribute more for such changes to happen.

Further work is now required to determine the preferred approach for introducing a diesel surcharge.

Background Paper:

Parking Permit Diesel Surcharge Questionnaire Analysis

Recommendations arising from this Appendix

- 1) As prices for permits may only be set as a result of an Act of Council, which includes a decision from the relevant Committee, it is proposed that authority be granted by this Committee to apply the permit prices detailed in this Appendix and thereafter to apply permit price increases in the manner stated above during the years 2020 to 2024 inclusive.
- 2) It is further proposed that there should then be a review of the permit banding system to determine whether further changes are required based on the permit holder fleet at that time and the impact of this pricing policy.
- 3) It is further proposed to report to Committee in August 2018 with a detailed proposal for implementing a diesel surcharge.

Financial Implications

One of the main aims setting new permit prices has been to ensure that the proposal remained cost-neutral, with no net gain in income to the Council as a result.

As explained within this Appendix, however, there will be additional enforcement costs associated with the introduction of Sunday parking controls, which have been estimated at approximately £150,000 per annum. As further explained within this Appendix, permit holders in the central zones are expected to meet half of this cost through an increase in permit prices, in line with current arrangements.

The prices proposed in Table 5, which are to be introduced at the commencement of the new permit banding system, have been calculated on that basis, with the aim of recouping, from Central Zone permit holders, approximately half of the additional enforcement cost. These calculations have used vehicle data for the existing permit holder fleet.

The proposed permit prices, covering:

- permit pricing across the proposed seven bands;
- the relative pricing for the different areas where parking controls operate;
- prices for second permits; and
- pricing for 3 and 6 month permits

results in an anticipated net increase in revenue of approximately £73,000, slightly less than 50% of the anticipated additional costs incurred from Sunday parking.

Permit Pricing Calculations

The following tables show how future permit prices will be calculated.

All prices will be calculated from an existing baseline, ie the 12 month first permit price for permits in the Peripheral and Extended Zones. All other permits prices will be expressed as percentages of the baseline cost for each band.

All permit prices will be rounded down to the nearest £0.10.

Table 6 – Peripheral and Extended Zones

Note: The prices in these zones will form the base for all calculations for other parts of the CPZ, Priority Parking Areas and other controlled areas. The Base Prices (A1 to G1) would be the current 12 month permit prices for Peripheral and Extended Zones.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Base Price		A1	B1	C1	D1	E1	F1	G1
Permit 1	12 Month	A1 + RPI + 0.0%	B1 + RPI + 0.5%	C1 + RPI + 0.5%	D1 + RPI + 1.0%	E1 + RPI + 1.5%	F1 + RPI + 2.0%	G1 + RPI + 3.0%
	Result	A2	B2	C2	D2	E2	F2	G2
	6 Month	No permit	B2 x 0.6	C2 x 0.6	D2 x 0.6	E2 x 0.6	F2 x 0.6	G2 x 0.6
	3 month	No permit	B2 x 0.333	C2 x 0.333	D2 x 0.333	E2 x 0.333	F2 x 0.333	G2 x 0.333
Permit 2	12 Month	A2 + 20%	B2 + 20%	C2 + 25%	D2 + 25%	E2 + 25%	F2 + 30%	G2 + 30%
	Result	A3	B3	C3	D3	E3	F3	G3
	6 Month	No permit	B3 x 0.6	C3 x 0.6	D3 x 0.6	E3 x 0.6	F3 x 0.6	G3 x 0.6
	3 Month	No permit	B3 x 0.333	C3 x 0.333	D3 x 0.333	E3 x 0.333	F3 x 0.333	G3 x 0.333

Table 7 – Central Zone

Note: The 12 month prices are calculated, using the specified differentials, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differentials		2.02	2.047	2.068	2.081	2.095	2.122	2.17
Permit 1	12 month	A2 x 2.02	B2 x 2.047	C2 x 2.068	D2 x 2.081	E2 x 2.095	F2 x 2.122	G2 x 2.17
	Result	A4	B4	C4	D4	E4	F4	G4
	6 month	No permit	B4 x 0.6	C4 x 0.6	D4 x 0.6	E4 x 0.6	F4 x 0.6	G4 x 0.6
	3 month	No permit	B4 x 0.333	C4 x 0.333	D4 x 0.333	E4 x 0.333	F4 x 0.333	G4 x 0.333
Permit 2	12 month	A4 + 20%	B4 + 20%	C4 + 25%	D4 + 25%	E4 + 25%	F4 + 30%	G4 + 30%
	Result	A5	B5	C5	D5	E5	F5	G5
	6 month	No permit	B5 x 0.6	C5 x 0.6	D5 x 0.6	E5 x 0.6	F5 x 0.6	G5 x 0.6
	3 month	No permit	B5 x 0.333	C5 x 0.333	D5 x 0.333	E5 x 0.333	F5 x 0.333	G5 x 0.333

Table 8 – Priority Parking Areas

Note: The 12 month, permit 1 prices are calculated, using the specified differential, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differential		0.333						
Permit 1	12 month	A2 x 0.333	B2 x 0.333	C2 x 0.333	D2 x 0.333	E2 x 0.333	F2 x 0.333	G2 x 0.333
	Result	A6	B6	C6	D6	E6	F6	G6
	6 month	No permit	B6 x 0.6	C6 x 0.6	D6 x 0.6	E6 x 0.6	F6 x 0.6	G6 x 0.6
	3 month	No permit	B6 x 0.333	C6 x 0.333	D6 x 0.333	E6 X 0.333	F6 X 0.333	G6 X 0.333
Permit 2	12 month	A2 + 20%	B2 + 20%	C2 + 25%	D2 + 25%	E2 + 25%	F2 + 30%	G2 + 30%
	Result	A7	B7	C7	D7	E7	F7	G7
	6 month	No permit	B7*0.6	C7*0.6	D7*0.6	E7*0.6	F7*0.6	G7*0.6
	3 month	No permit	B7*0.333	C7*0.333	D7*0.333	E7*0.333	F7*0.333	G7*0.333

Table 9 – Zone K

Note: The 12 month, permit 1 prices are calculated, using the specified differential, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differential		0.44						
Permit 1	12 month	A2 x 0.44	B2 x 0.44	C2 x 0.44	D2 x 0.44	E2 x 0.44	F2 x 0.44	G2 x 0.44
	Result	A8	B8	C8	D8	E8	F8	G8
	6 month	No permit	B8 x 0.6	C8 x 0.6	D8 x 0.6	E8 x 0.6	F8 x 0.6	G8 x 0.6
	3 month	No permit	B8 x 0.333	C8 x 0.333	D8 x 0.333	E8 x 0.333	F8 x 0.333	G8 x 0.333
Permit 2	12 month	A8 + 20%	B8 + 20%	C8 + 25%	D8 + 25%	E8 + 25%	F8 + 30%	G8 + 30%
	Result	A9	B9	C9	D9	E9	F9	G9
	6 month	No permit	B9 x 0.6	C9 x 0.6	D9 x 0.6	E9 x 0.6	F9 x 0.6	G9 x 0.6
	3 month	No permit	B9 x 0.333	C9 x 0.333	D9 x 0.333	E9 x 0.333	F9 x 0.333	G9 x 0.333

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

Appendix 2: Commercial Parking Permits Review

The aim of this review is to consider how the current non-residential parking permit schemes operate and to identify improvements. The permits included within this review are; Business, Retail, Trades, Visitors, Healthcare Workers and Daily permits.

The Business and Retail permit schemes intend, where available, to help small businesses and shops in the Controlled Parking Zone, by providing parking for vehicles which are essential for business use. It is also important to ensure that the schemes provide best value to the Council and that they do not encourage unnecessary commuter car travel.

The data used as part of this analysis was collected in September 2017 and is similar to current numbers. Consideration was initially given to extending the scope of these schemes into the central (1-4) and peripheral (5-8) controlled zones. However, due to the oversubscription of residents' permits and the proposed introduction of visitors' permits which shared use parking places will accommodate, it is considered appropriate to wait and see how these improvements operate before adding an additional demand on the kerbside space. It is proposed to monitor demand and report findings to Committee at a future date should changes be necessary.

Business Permits

These permits are available to Class 2 businesses (financial or professional services) in the extended zones only. There is a maximum of two permits per business at a cost of £300 per permit. A breakdown of the permits issued is provided below.

Zone	Permits	Vehicles	Bands					Fuel			
			1	2	3	4	5	Petrol	Diesel	Electric	D/K
N1	3	4	2	2	0	0	0	0	4	0	0
N2	2	2	0	1	1	0	0	0	2	0	0
N3	8	13	2	7	4	0	0	4	7	0	2
S1	2	3	0	1	0	1	1	0	3	0	0
S2	19	26	5	14	4	3	0	12	14	0	0
S3	14	18	3	7	4	3	1	9	9	0	0
S4	1	1	0	0	1	0	0	0	1	0	0
Total	49	67	12	32	14	7	2	25	40	0	2

Emissions Banding

A review of the permits indicates that, as a percentage, business permit vehicles produce slightly less CO₂ than residents' permit vehicles. From the 65 vehicles where the fuel type can be identified; 40 (62%) are diesel and 25 (38%) are petrol. This is higher than the national average of 46% of vehicles being diesels.

Moving to a pricing structure based on vehicle emissions would add unnecessary complexity to a scheme with relatively few permit holders and without resulting in significant benefits as there is less scope for improvement. The diesel surcharge consultation revealed that 49% of respondents supported the introduction of the surcharge for business permits while only 37% disagreed. The introduction of the diesel surcharge could provide more encouragement for businesses to change to more environmentally-friendly vehicles and it is recommended to introduce the diesel surcharge for Business parking permits to help improve air quality in Edinburgh.

Business Class

A review of the business type of each permit holder suggests that most businesses fit well within Class 2, as described in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

A review of similar business permit schemes operated by 18 different UK Councils did not reveal a better method to manage permit eligibility. The Town and Country Planning Order approach may not be explicit regarding types of business in each Class, but this flexibility allows suitable business activities to be accommodated. Therefore, it is not proposed to amend the eligibility criteria.

Merged Permits

Merged permits allow two vehicles to be registered for use on one permit, but only one vehicle can use the permit at any time. There are 30 (61%) single and 19 (39%) merged permits. A long-term aim is to move away from paper-based parking permits and operate a virtual permits system, making it easier for people to apply for and renew their permits online. However, it is not possible to introduce such changes at this time and this will be kept under review for a later date. There are no proposed changes to the operation of merged permits.

Price

At the time in question, 49 business permits were in circulation at £300 each, this results in annual income of £14,700. The price of business parking permits has stayed the same since their introduction while residents' permits and public parking charges, for the same kerbside space, have increased.

It is proposed to increase the price of a business parking permit to £350 per annum and introduce a second permit charge so that they cost 25% more, equalling £387.50 per year. Based on inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended price is lower than it would have been had inflation been applied each year since the introduction of the scheme in 2010. The new prices are equivalent to less than £1 per day for businesses with one permit and a little more than £2 per day for those with two permits.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future business permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and better manage demand for parking places.

Retailers' Permits

Retailers' permits are available to Class 1 businesses (ie Shops) in the peripheral and extended zones. In peripheral areas, only one permit can be issued and are provided to businesses so they can be used by any registered vehicle, provided the vehicle is liveried. In the extended zones they are provided for specific vehicles, up to a maximum of two permits per business. Permits are priced at £400 and £300 respectively per annum.

Zone	Permits	Vehicles	Bands					Fuel			
			1	2	3	4	5	Petrol	Diesel	Electric	D/K
5A	9	9	0	4	3	2	0	1	8	0	0
6	14	21	2	11	4	2	2	8	13	0	0
7	6	7	0	3	2	0	2	1	6	0	0
8	9	11	0	6	3	0	2	3	8	0	0
N1	7	10	0	4	5	1	0	5	4	0	1
N2	5	5	0	2	2	1	0	2	3	0	0
N3	10	15	0	5	2	8	0	4	11	0	0
S1	3	3	0	1	1	1	0	3	0	0	0
S2	38	47	3	27	11	4	2	17	29	0	1
S3	13	16	0	7	4	3	2	5	10	0	1
S4	10	16	1	3	7	4	1	1	14	1	0
Total	124	160	6	73	44	26	11	50	106	1	3

Emissions Banding

The emissions distributions indicate that retailers' permits vehicles are similar to residents' vehicles, but may have a higher proportion of diesel vehicles. From the 157 vehicles with fuel type information; 106 (68%) are diesels, 50 (32%) are petrol and one (<1%) is a hybrid electric. The diesel surcharge consultation revealed that 49% of respondents supported the introduction of the surcharge for business permits while only 37% disagreed. The data indicates that a diesel surcharge on retailers' permits could help improve air quality in the city and it is recommended that this be introduced.

Business Class

The majority of retailers' permits fit well within the Class 1 definition as set out by the Town and Country Planning (Use Classes) (Scotland) Order 1997. Therefore, there are no plans to amend the eligibility criteria. There are also no plans to remove merged permits. However, based on feedback from permit holders it is recommended to relax the permanent livery requirement and allow the use of temporary measures, such as strong magnets, to display the business name and contact details. The temporary signs must be attached to the vehicle while the permit is in use for it to be considered valid.

Price

At the time in question, 38 peripheral permits, £400 each (£15,200), along with 86 extended permits, £300 each (£25,800), were in circulation resulting in income of £41,000.

The price of retailers' permits has stayed the same since their introduction in 2007 and it is proposed to increase the price of first retailers' permits and to introduce the second permit charge to fall in line with residents' permit schemes. The recommended peripheral and extended zones retailers' permit prices are indicated in the table below.

Proposed Retailers' Prices

Retailers' Permits	Peripheral	Extended
Current Price	£400	£300
First Permit	£460	£350
Second Permit	£575	£387.50

Using inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended prices are lower than what they would be had inflation been applied each year since the introduction of the permits in 2007.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future retailers' permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and better manage demand for parking places.

Trades' Permits

These are available to qualifying trades persons' (ie Plumbers or Electricians) to help them park closer to premises within the CPZ which are not their usual place of work. They are issued to a business and must be used on registered vehicles with the company livery clearly displayed. They are currently priced at £100 per month or £1,000 per year and can be used in any zone.

Emissions

Vans and similar commercial vehicles are mainly used by trades' persons and there is little information available on CO₂ emissions for such vehicles as this data is not always recorded on the V5C. This makes the use of a charging system based on CO₂ emissions impractical to introduce. Furthermore, vans are almost certain to be diesel fuelled with 97.5% of all light goods vehicles registered in Scotland (to the end of 2016) being diesel powered. Since vehicle choices are limited and goods vehicles are only available as diesel models, it is not recommended to introduce the diesel surcharge for Trades' permits.

Eligibility

The aim of the Trades' permit parking scheme is to allow flexible parking options and accommodate short-term parking requirements for trades people to conduct work on properties (residential and commercial) within the CPZ, as part of different projects and at locations throughout the city. To ensure this flexibility remains it is not proposed to introduce a second permit surcharge to this scheme. With more than 100 companies having two or more permits this would add unnecessary complexity to the administration of the scheme for businesses and the Council. In addition, one company has had more than 25 permits in circulation at one time, restricting the number of permits allowed may disadvantage people living within the CPZ from receiving essential maintenance services.

Price

Trades' permits were introduced in April 2007 and prices have not changed since that time despite significant uptake in their use. To ensure that prices remain in line with permit and public parking charges and to help manage demand for kerbside space, it is proposed to increase the monthly price to £125 per month and the annual charge to £1,300, maintaining the £200 discount for those who purchase annual permits. This annual discount, similar to residents' permits, reflects the reduced administrative costs of processing and delivering only one permit each year. Using inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended price increase of £5 per month is lower than the effect of inflation if it were applied each year since the start of the scheme.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future trades' permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and control demand for such permits to better manage kerbside demands for parking places.

Another proposal is to relax the livery requirements and allow the use of temporary measures, such as strong magnets, to display the business name and contact details. The temporary signs must be attached to the vehicle while the permit is in use for it to be considered valid.

Visitors' Permits

The introduction of shared use parking places within Zones 1-8 of the CPZ will increase parking opportunities for resident permit holders, thus creating the capacity to accommodate visitors' parking permits. Visitor permits have been available in the extended zone since those zones were introduced in 2006/07.

A full review of visitors' parking permits is expected as part of the public parking prices review, after Sunday parking controls and shared use parking places are implemented.

Although a type of parking permit, the price of visitors' parking permits is more closely linked to the price of public parking than residents' permits. Furthermore, the public parking charge areas are different from permit zones.

In the short-term, it is proposed to introduce visitors' permits and price them at 66% of the lowest standard hourly rate available within each residents' zone. This rate is a reflection on the aim of providing Visitor Permits at prices lower than pay-and-display prices.

Permits will continue to be issued as paper-based scratch cards. Based on the current pay and display parking charges, the recommended visitors' permit prices are set out in the following table.

Visitor Permit prices and allocation.

Zone/Area	Lowest Hourly Rate (pay-and-display)	Visitors' Permits Price (each)	Permits Available (per annum)
Central (1-4)	£3.20	£2.15	200
Peripheral (5-8)	£2.50	£1.65	150
Extended (N1 -N5 and S1-S4)	£2.20	£1.45	150
Priority Parking (B1-10)	-	£1.00	30

The additional supplement for the central zone considers both the additional days that parking controls operate each week in this area and the additional hours that those controls operate. This increase in allocation continues to recognise the need to continue managing demand and restricting the potential for visitor permits to be used to enable commuting to within the CPZ.

As within the Extended Zones, any resident who is the holder of a blue badge will be entitled to a double allocation of visitor permits, with permits costing half the rate shown.

Visitor Permits are available in books of ten.

Healthcare Workers' Permits

There are no plans to amend the terms and conditions of this scheme. However, based on feedback from permit users, it is recommended to allow such permits to park in residents' parking places in Priority Parking Areas only, as there are few lengths of yellow line available in these areas.

It is possible that this scheme will need to be reviewed once the Sick Kids hospital moves from its current location to Little France in the coming years.

Daily Parking Permits

The introduction of visitors' parking permits makes daily parking permits obsolete and it is proposed to remove these from sale. There are 65 permits in circulation and permit holders will be notified in advance of these being withdrawn.

Recommendations

A summary of the recommended proposals are described below:

Business and Retail Permits

- introduction of the diesel surcharge to business and retailer parking permits
- introduce a second permit surcharge
- base future prices on RPI+1 and approve this approach for the next five years.

Business Permits

- increase the price of business permits to £350 and £387.50 per year.

Retailers' Permits

- increase the price of peripheral retailers' permits to £460 and £575 and extended retailers' permits to £350 and £387.50 per year
- amend the livery requirements to allow the use of temporary signs, such as strong magnets.

Trades' Permits

- increase the price of trades' permits to £125 per month and £1,300 per annum
- base future prices on RPI+1 and approve this approach for the next five years
- amend the livery requirements to allow the use of temporary signs, such as strong magnets.

Visitors' Permits

- introduce in and price central, peripheral and extended CPZ visitors' parking permits at 66% of lowest standard hourly rate available in zone
- change Priority Parking Area price to £1.00 per permit.

Healthcare Workers' Permits

- allow such permits to be used in residents' bays in Priority Parking Areas only.

Daily Parking Permits

- remove these from issue once visitors' permits are available.

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

Appendix 3 – Shared-use Parking

This Appendix outlines the proposals for introducing shared-use parking places in Zones 1 through 8 of the Controlled Parking Zone (CPZ).

It also provides detail on the approach that has been used, the general principles behind the proposed changes and gives an indication of the anticipated gains in parking place numbers.

What is Shared-Use Parking?

Shared-use parking is a type of parking place that serves more than one purpose. While the majority of parking places in the CPZ were originally either allocated as “Permit Holder Only” or “Pay-and-Display”, Shared-Use is a combination of both of these parking place types. The result is a parking place that may be used by both permit holders AND by pay-and-display customers.

Shared-Use was originally trialled in the city centre around fifteen years ago, most notably in Heriot Row, where a number of pay-and-display parking places were turned into shared-use as a means of addressing local pressure on permit holder parking availability.

This approach was adopted more widely when the extended zones of the CPZ (Zones S1 to S4 and N1 to N5) were introduced in 2006/07. In some areas Shared-Use parking places make up almost 50% of the available parking provision. Consequently, there are few parking spaces allocated purely as pay-and-display, except near shops, businesses and other local amenities.

While Shared-Use in the city centre has been introduced on a largely piece-meal basis in response to requests from permit holders, the majority of parking provision is still allocated for either permit holders or pay-and-display.

Why are we rolling-out more Shared-Use parking?

The large-scale introduction of Shared-Use into the extended zones is considered to have been a success. The flexibility that shared-use provides creates more parking opportunities, increasing the likelihood of residents and non-residents alike being able to find parking opportunities close to their intended destination.

With car ownership levels in the city centre at levels where there are, in most zones, more permits than there are spaces, there is a clear need to make changes that will not only assist our permit holders in finding parking near to their homes, but that will also improve accessibility for other users. The rollout of shared-use parking will also provide the necessary additional space required to allow the Council to introduce Visitor Permits into the city centre for the first time, further improving accessibility and increasing the options available to residents when they receive visitors or workmen. It is considered that these changes will help to ensure that the city centre remains attractive as a place to live and work.

Design principles

The overall aim of the process has been to look at the available parking provision at a local level, determining where there is a need for additional space and identifying opportunities where existing space can be reallocated.

Rather than looking at the allocation of space Zone by Zone, each individual zone has been divided into smaller areas, with comparisons being made between the number of parking places and the number of permit holders in those areas. The aim is to provide improved parking opportunities for permit holders in each smaller area, whilst ensuring that sufficient pay-and-display provision remains to meet the needs of local shops or businesses. This approach ensures that additional space is being allocated where it is most needed.

The primary approach has been to identify either existing pay-and-display parking or existing areas of yellow line where it is considered that this space could be transferred to other parking types. Some of that space will be transferred to shared-use, but some will also be transferred to permit holder parking, some to loading bays and some to pay-and-display, all dependant on the needs in that particular area.

It will, however, also be the case that there will also be a transfer of existing permit holder parking to shared-use.

Existing parking allocation and permit holder numbers

The following table shows the current parking situation, based on permit numbers from March 2018.

Table 1: Existing Situation

Zone	Pay and Display Parking	Permit Holder Parking (A)	Shared Use Parking (B)	Total Permit Holder Parking (A+B)	Total Permit Holders	Ratios	
						Spaces per permit	Permits per space
1	490	783	21	804	1137	0.71	1.41
1A	468	511	117	628	626	1.00	0.99
2	259	213	102	315	283	1.11	0.90
3	688	483	20	503	574	0.88	1.14
4	357	700	164	864	1070	0.81	1.24
5	122	765	13	778	1078	0.72	1.39
5A	169	770	23	793	1191	0.67	1.50
6	542	1189	65	1254	1625	0.77	1.30
7	385	770	26	796	1157	0.69	1.45
8	194	778	73	851	1257	0.68	1.48
Total	3674	6962	624	7856	9998		

As can be clearly seen from this table, eight of the ten zones that make up the Central and Peripheral areas of the CPZ are currently oversubscribed.

Proposed parking allocation

The following table shows the proposed parking situation, again using permit numbers from March 2018.

Table 2: Proposed situation

Zone	Pay and Display Parking	Permit Holder Parking (A)	Shared Use Parking (B)	Total Permit Holder Parking (A+B)	Total Permit Holders	Ratios	
						Spaces per permit	Permits per space
1	322	759	326	1085	1137	0.95	1.05
1A	328	457	368	825	626	1.32	0.76
2	259	213	102	315	283	1.11	0.90
3	340	425	526	951	574	1.66	0.60
4	117	631	634	1265	1070	1.18	0.84
5	0	765	319	1084	1078	1.01	0.99
5A	25	678	402	1080	1191	0.91	1.10
6	184	1006	697	1703	1625	1.05	0.95
7	139	659	546	1205	1157	1.04	0.96
8	14	673	438	1111	1257	0.88	1.13
Totals	1728	6266	4358	10624	9998		

NOTE: There are no changes proposed in Zone 2 at this time. Zone already has 30% of existing parking provision allocated as Shared-Use. Because of ongoing works related to St James, as well as the likelihood of proposals that will make changes to parking in and around George Street, it is proposed to make no further changes at this time.

As can be seen from Table 2, the roll-out of shared-use will, in most instances, result in significant increases in parking provision, as well as a substantial shift towards more the more flexible parking arrangements that shared-use parking provides. Even in those zones where it has not been possible to provide sufficient space for all permit holders, significant gains have been made in terms of available space, providing more parking opportunities than currently exist.

All of the proposed changes are, at present, subject to confirmation. All indicated gains are subject to additional checks that will ensure that it is possible or practicable to provide the levels of parking indicated.

In terms of numbers, the proposals would see:

- Permit holders given access to more than **3,000** additional spaces;
- Shared-use provision increased from **624** spaces to **4,358** spaces;
- Overall parking provision increased from **11,260** to **12,352**;
- Provision for residents greater than the number of permits in 7 out of the ten zones affected.

It is anticipated that the revised allocation of parking will assist residents in finding space near to their homes, as well as improving accessibility to visitors to the CPZ. In the majority of cases, it will also address the criticism that the Council sells more permits than there are spaces available.

Consultation

It is proposed that, once the proposals have been verified and plan prepared, that contact be made with the various Community Councils and, where possible, any resident associations, in order to provide details of the proposed changes.

This consultation will take place in conjunction with the legal process, but will, where possible, be completed prior to the advertisement of the traffic order, so that the views of residents can be taken into account in the final design.

Recommendations

The recommendations arising from this appendix are as follows:

- 1) To note the changes in parking allocation proposed as part of the shared-use rollout;
- 2) To approve the commencement of the legal process to introduce the proposed changes, subject to further validation.

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

Appendix 4 – Other changes to the CPZ

This Appendix provides details of a number of changes to the CPZ that are proposed to be taken forward as part of the wider traffic order for Sunday parking and Shared-Use.

1. Proposal - Removal of Daily Permits

Within the traffic order that governs the CPZ there is provision to issue residents with single-use permits that can be used to obtain parking on a day by day basis. These “Daily permits” operate on a token/sticker basis, where permit holders use a calendar on which they indicate the day on which their permit is to be valid.

Daily permits are only available to existing users, with no new users being accepted onto the scheme. There are less than 200 existing users of this scheme.

Visitor permits will fulfil a similar function to daily permits, providing a system where residents who might have no continual need for a resident permit the opportunity to utilise permit holder and shared-use parking without the need to pay-and-display.

It is considered that there will be administrative savings from the removal of a system used by relatively few residents and that daily permit users will be able to take advantage of the introduction of visitor permits.

2. Proposal – Modifications to Zone 1/5 boundary

The existing boundary between zones 1 and 5 currently runs along the north side of Belford Road.

Belford Road has relatively few residential properties, but significant parking opportunities (plus potential for additional parking under the shared-use proposal). The area of Zone 5 to the north of Belford Road, comprising Sunbury and Belford Mews, as well as Hawthornbank Lane is, however, poorly served in terms of parking provision, with little opportunity to find additional on-street provision for permit holders.

In order to redress the current imbalance of permits to spaces, it is, therefore, proposed to move Belford Road, between Douglas Gardens and the site of Drumsheugh Baths, from Zone 1 to Zone 5. This move will provide permit holders in this part of Zone 5 with a much-improved availability of parking provision.

3. Proposal – remove pay-and-display dispensation

Permit holders in zones 1 to 8 are currently permitted to make use of pay-and-display parking places between 08:30am and 09:00am, Monday to Saturday. This allowance recognises the additional parking pressures that exist in the CPZ overnight and gives permit holders access to additional space at those times when there is likely to be less general demand for pay-and-display.

The proposals outlined in Appendix 2 show that the rollout of shared use will see significant gains in the amount of space resident permit holders have access to. With a significant proportion of that additional space being gained from changing existing pay-and-display to either shared-use or permit holders, the pay-and-display provision that has been retained tends to be in close proximity to local shops and businesses.

As a means of protecting the remaining pay-and-display provision and ensuring that it is available for its intended use at all times of the controlled hours, and in recognition of the additional space that will be available to permit holders, it is proposed to remove the existing allowance and to require that permit holders use permit holder or shared-use parking places at all times.

4. Proposal – Remove zone 7/8/S1 Dispensation

In recognition of the parking pressures in the area lying directly south of those parts of Zones 7 and 8 that are adjacent to The Meadows, an allowance was written into the traffic order that allowed the residents of certain streets within those two zones to park in specified streets in Zone S1.

Recent changes to zones 7 and 8 have seen an increase in the availability of shared-use parking in these areas. The proposals detailed in Appendix 2 will see the allocation of parking spaces available to permit holders in these areas increase to a point where the available allocation is greater than the numbers of permit holders.

It is therefore proposed to remove the existing dispensation on the basis that permit holders in the affected parts of zones 7 and 8 are being provided with sufficient space to accommodate all permit holders in these areas.

5. Proposal – Introduce double yellow lines

As part of the rollout of shared-use parking it is proposed to introduce double yellow lines at all junctions and crossing points throughout Zones 1 to 8.

The locations of all junctions and crossing points without double yellow line restrictions have been identified as part of the shared-use review. This information, in conjunction with a previous review of pedestrian crossing points, is being used to identify which locations should have double yellow lines as a way of assisting pedestrians and ensuring that crossing points are kept clear of parked vehicles.

Recommendations

Recommendations arising from this Appendix:

1. To commence the legal process to:
 - a. Remove the facility to purchase daily residents' parking permits
 - b. Amend the boundary between zone 1 and zone 5 in Belford Road
 - c. Remove the dispensation for resident permit holders to park in pay-and-display parking places between 08:30 and 09:00am
 - d. Remove the allowance for certain zone 7 and 8 permit holders to park in parts of zone S1
 - e. Introduce double yellow lines at all junctions and/or crossing points within zones 1 to 8.

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

Appendix 5 – Proposed timelines and budgetary requirements

This Appendix explains the steps required to take forward the proposals for the following elements of the Parking Action Plan:

- Shared-Use Parking
- Roll-out of Visitor Permits to Zones 1 to 8
- Extension of parking controls in Zones 1 to 4 and on main traffic routes to operate on Sunday afternoons
- Introduction of a revised approach to pricing for:
 - Resident permits
 - Visitor Permits
 - Trade Permits
 - Business Permits
 - Retailer Permits

An indication will also be provided for the anticipated costs involved in making any necessary changes to on-street restrictions.

Timeline

It is proposed to take forward a single traffic order that will encompass those changes listed at the beginning of this Appendix.

It is anticipated that the required legal process will commence in June 2018, with a target implementation of the proposed changes of spring 2019. The following table explains when each of the different elements of the process are expected to take place:

	Element	Target Date
1.	Initial Legal Consultation	Jun 2018
2.	Draft Traffic Order	Jul/Aug 2018
3.	Advertise Traffic Order	Aug/Sep 2018
4.	Consultation Period Ends	Sep 2018
5.	Analyse Responses	Oct 2018
6.	Prepare Committee Report	Oct/Nov 2018
7.	Report Findings to Transport and Environment Committee	Jan 2019
8.	Make Traffic Order	Feb 2019
9.	Implement	Spring 2019

It should be noted that it is difficult to predict what feedback the Council will receive in response to the separate consultations involved in the legal process, or how many representations will be received. The above timescales indicate a best-case scenario, which assumes that representations will be received and that some element of time and resources will need to be allocated to considering and responding to those representations within the preparations for reporting to Committee in January 2019.

However, should the advertisement of the traffic order elicit a high number of responses, there is potential for slippage within the given timescale in order to ensure that every representation is fully considered, as required by the governing legislation, and addressed within the resulting Committee report.

It is also possible that the Council could elect to hold a public hearing to consider objections to the traffic order. While a hearing would not be mandatory, with none of the proposed elements of the advertised orders legally triggering a hearing, the Council could determine that a hearing was a preferred means of ensuring that any objections to the proposals were fully and openly considered.

A public hearing could, however, delay the completion of the legal process by up to 18 months, taking implementation to autumn of 2020.

Budgetary Requirements

The primary cost of implementing the proposals referred to within this report are linked to the changes required to existing traffic signs and road markings. Those costs are split between the roll-out of shared-use parking and the introduction of Sunday parking controls.

Examples of the types of changes that are required are as follows:

Shared-Use Parking	
1	Changes to extent of existing parking places
2	Add new parking places
3	Remove yellow lines where new parking places are to be provided
4	Changes to existing parking places – remove “permit holders only” legend
5	Changes to existing parking places – add “permit holders only” legend
6	Remove unnecessary signs
7	Add new signs where required
8	Replace sign poles as required for new signs
9	Provide new sign poles where required
10	Wall or fence mounting of signs where permission has been granted
Sunday Parking	
1	Changes to existing parking place signs to reflect the additional day of control
2	Changes to Zone boundary signs to reflect the additional day of control
3	Changes to yellow line signing on main traffic routes to reflect additional day of control

The roll-out of shared-use parking and the introduction of Sunday parking controls would separately require changes to many of the same traffic signs. By amalgamating these two proposals into one project, the overall cost of delivering these changes has been significantly reduced.

The estimated cost of rolling out shared use parking, as well as modifying all existing signing within the affected zones, has been estimated at approximately £300K. The additional costs associated with the introduction of Sunday parking restrictions on main traffic routes has been estimated at approximately £50K.

These costs are expected to be contained within existing parking budgets in the financial years 2018/19 and 2019/20.

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Petition for a Park and Ride Site at Lothianburn – Follow Up Report

Item number	7.3
Report number	
Executive/routine	Executive
Wards	8 - Colinton/Fairmilehead 10 - Morningside
Council Commitments	18 , 26

Executive Summary

On [10 August 2017](#), the Transport and Environment Committee considered a petition received from the residents of Morningside and surrounding areas, asking the City of Edinburgh Council to work with Scottish Government and Midlothian Council to build a park and ride site at Lothianburn. The petitioners consider that this would reduce traffic congestion and air pollution on the A702 and reduce commuter parking in Morningside.

The Committee agreed:

- a) The Executive Director of Place would liaise with Midlothian Council and report to the Committee in two cycles on the issues relating to Park and Ride;
- b) To consult with and involve the local community councils (especially Fairmilehead) as part of the review of the Lothianburn Park and Ride petition; and
- c) To discuss the Number 11 bus route with Lothian Buses as part of the review of the Lothianburn Park and Ride petition.

This report outlines the issues to be considered before deciding whether to progress with the development of a Park and Ride site at Lothianburn and updates Committee on the consultation which has taken place.

Petition for a Park and Ride Site at Lothianburn – Follow Up Report

1. Recommendations

- 1.1 This report recommends that the Transport and Environment Committee:
 - 1.1.1 notes the petition which was considered on 10 August 2017 and that officers have progressed the actions requested;
 - 1.1.3 notes the findings and conclusions from the consultation and engagement undertaken;
 - 1.1.4 agrees not to progress with the development of a park and ride site at Lothianburn at this time, but notes that this will not limit the opportunity to develop the site in the future should it be required;
 - 1.1.5 notes that there will be no further work on the development of a Lothianburn park and ride site at this time; and
 - 1.1.6 agrees that a review of the park and ride site at Straiton should be undertaken to understand the reasons for relatively low patronage and to identify potential improvements.

2. Background

- 2.1 On 10 August 2017, the Transport and Environment Committee considered the following petition: in order to reduce traffic congestion and air pollution on the A702 and reduce commuter parking in Morningside, we, the residents of Morningside and the surrounding areas, petition the Council to work with the Scottish Government and Midlothian Council to build a park and ride facility at Lothianburn.
- 2.2 During the Committee's consideration of the petition, the lead petitioner advised that many Morningside residents were supportive of a park and ride scheme, drawing attention to the scheme at Straiton and noting that, in their opinion, Straiton was well-utilised. The petition proposed that the same benefits would apply to Lothianburn, providing positive outcomes including reduced car journeys, easy parking, and reductions in on-street parking and air pollution.
- 2.3 Committee asked that officers to liaise with Midlothian Council and report back to the Committee in two cycles on the issues relating to park and ride. This report discusses the key issues related to the petition, which broadly are:
 - 2.3.1 the case for developing the park and ride site at Lothianburn;

- 2.3.2 addressing commuter parking in Morningside and surrounding areas; and
- 2.3.3 reducing traffic congestion and air pollution on the A702.
- 2.4 The Committee also asked officers to further engage specifically with Fairmilehead Community Council and Lothian Buses. Officers also met with the Morningside Community Council and local ward Councillors to discuss the findings on the Lothianburn proposal.

3. Main report

- 3.1 Following the engagement undertaken on the potential to develop a park and ride facility at Lothianburn, the following issues have been identified:

The Case for Developing a Park and Ride Site at Lothianburn

- 3.2 A park and ride site at Lothianburn was considered in 2008 and 2009 by both the City of Edinburgh Council and Midlothian Council (the proposed site is within Midlothian Council's boundary). At the time, the proposed site (see Appendix 1 for map) was expected to reduce car trips into Edinburgh, and make up part of a series of park and ride sites around the Edinburgh City Bypass. The 2008 work to identify and undertake the detailed design work of the proposed site was funded by SEStran. Changes in SEStran's funding arrangements resulted in the proposed site at Lothianburn not being progressed, but remained available for use if required.
- 3.3 The A702 plays a key role in Edinburgh's transport network linking the west and south suburbs (such as Morningside and Fairmilehead) to the city centre. However, beyond these suburbs and the City of Edinburgh Bypass (e.g. south and south west of Hillend) there is limited current and future residential development. Current demand for bus use is predominantly from within the bypass boundary and drivers would generally not drive away from the city and destinations to access a park and ride. Given these two demand factors, it is unlikely there would be sufficient passenger numbers to support the Lothianburn site. Providing similar range and frequency of bus services from Lothianburn as are currently provided from Morningside, would not be economic for bus operators due to limited passenger numbers.
- 3.4 Trips originating from further outside the bypass boundary are served well by existing park and ride sites, with an additional site at Lothianburn providing limited potential travel time savings. Trips from the south along the A7 (from the Scottish Borders, Hawick) have access to Sheriffhall park and ride. While trips from the southwest (from Dumfries, Wiston, or West Linton) have access to park and ride facilities at Straiton, or Hermiston. Based on the build costs of existing sites, it is likely that the Lothianburn site would cost around £3.5 million to build.

- 3.5 The 2008 analysis of the Lothianburn site looked at options to develop further park and ride sites in addition to the existing sites at Hermiston, Ingliston, Ferrytoll, Straiton, Sheriffhall, and Newcraighall. The analysis showed the Lothianburn site as the second ranked site compared to other options, behind the Hermiston Extension. This was based on an expectation that Lothianburn would attract similar usage to Hermiston and that increasing patronage would continue across all sites.
- 3.6 The Council records patronage of park and ride sites across Edinburgh twice daily, to help identify when future capacity is likely to be required. Based on the patronage counts at Straiton (located within a 10-minute drive from Hillend and other residential areas outside the City Bypass) it is considered that additional capacity is not required at present.
- 3.7 Straiton has a low patronage rate, in comparison to other sites (see Appendix 2 for a graph showing comparative rates). Some of the factors contributing to this include the frequency of bus service along the A701 and the availability of on street parking in areas closer to the city centre.
- 3.8 SEStran released its Park and Ride Strategy in 2010, which reviewed existing park and ride provisions and set a framework for future investment for Southeast Scotland. SEStran's strategy considered the Lothianburn proposal and made similar conclusions to the Council regarding likely future catchment for the site and growth in the area. SEStran's strategy noted that reasons behind Straiton's low patronage should be understood before considering further investment in Lothianburn.
- 3.9 Transport Scotland commissioned a SESplan Cross Boundary and Land Use Appraisal study which was completed in April 2017. Part of the study included estimating the number of trips between Local Authorities and modelling scenarios to understand what potential changes to the transport network may be required in the future. This study considered the Lothianburn park and ride proposal as a long list of potential transport projects and concluded that Lothianburn park and ride proposal would not make a significant contribution to achieving transport planning objectives.
- 3.10 The City of Edinburgh Council's Local Transport Strategy and Public and Accessible Transport Action Plan identifies the need to have well designed park and ride facilities available at the edge or outside of the city. Overall the existing park and ride sites provide sufficient capacity to meet demand for the area and the development of an additional site at Lothianburn is not currently an immediate priority for the Council. Additional space is required at the Hermiston site as this is currently operated at capacity.
- 3.11 To ensure Edinburgh's assets are best serving its communities, it is proposed to carry out further work to better understand why Straiton has relatively low patronage and what actions SE could be undertaken to improve its use (note that the similar task identified by SEStran in 2010 was not undertaken).

Addressing commuter parking in Morningside and surrounding areas

- 3.12 The proposal to build a park and ride site at Lothianburn is in part a response to issues raised by petitioners about parking in Morningside and surrounding areas.
- 3.13 Morningside is an attractive location to access public transport services, providing services to a range of destinations with relatively short travel time. The maps in Appendix 3 show a comparison between Lothian Bus services that could be accessed from a site at Lothianburn and Morningside. Providing this range and journey times from Lothianburn is not economically feasible for bus operators.
- 3.14 The parking issues experienced by some Morningside residents are likely to continue, even if there was a park and ride site at Lothianburn. The Council's view is that continuing to implement the existing decisions and policies will provide the best parking outcomes for Morningside residents. The existing parking management tools include controlled parking zones and a regular review process.
- 3.15 The Council has engaged with the lead petitioner to identify which areas within Morningside are particularly problematic. Paragraphs 3.18 to 3.20 set out the relevant decisions and policies the Council has as tools to manage parking, and how they apply to Morningside and surrounding areas. Appendix 4 provides a table describing how these existing decisions and policies and decisions respond to the issues in Morningside.
- 3.16 Morningside has an existing Priority Parking Area in place within the area (B2). Priority Parking helps residents park closer to their homes by allocating the kerbside space for use by residents' permit holders only. The allocated parking places only operate for a short period each day and prevents non-residents and commuters from using the areas for the whole day. The Council is reviewing the spaces available in B2 to ensure there is sufficient numbers available for residents. It is anticipated that additional space will be provided on-street in 2018.
- 3.17 On [21 March 2017](#), the Committee agreed to commence the legal process required to extend the B2 Priority Parking Area into South Morningside. An informal consultation on the design of this extension is expected to assist in fine-tuning the design to ensure that it meets the needs of residents. The legal process is expected to commence in the spring of 2018.
- 3.18 On 10 August 2017, the Transport and Environment Committee agreed a report on the Council's Parking Action Plan. The [Parking Action Plan](#) is one of a suite of plans designed to deliver accessibility and transport improvements across the city in support of the Local Transport Strategy and includes a controlled parking and priority parking protocol. The parking protocol sets out certain criteria that must be met before the Council will consider investigating parking controls. This protocol will ensure a fair and consistent approach in how the Council tackles parking problems around the city, and should be used to respond to or monitor issues that arise.

- 3.19 Following engagement with Councillors for Morningside, officers carried out work to establish the origins of parking in this area. A study has been undertaken to assess the proportion of vehicles parked in Morningside that also pass the potential Lothianburn site. Details of the study's methodology and summary findings is provided in Appendix 6.
- 3.20 The study found that of the 1,693 vehicles parked in Morningside during the day:
- 3.20.1 14.1 percent (239 vehicles) could have accessed a site at Lothianburn;
 - 3.20.2 47.3 percent (801 vehicles) were also parked overnight (likely to be Morningside residents); and
 - 3.20.3 38.5 percent (653 vehicles) originated from elsewhere.
- 3.21 The study found that parking in Morningside was well used at night, where overnight 1,477 vehicles were observed (indicating 676 vehicles leave Morningside during the morning).

Reducing traffic congestion and air pollution on the A702

- 3.22 The petition proposes that the Lothianburn park and ride site will reduce traffic and emissions along the A702. However, as the site is not likely to have a high uptake, any subsequent impact on reducing congestion and air pollution along the A702 will be minimal.
- 3.23 The Council is, however, focussed on ensuring its transport system reduces its impact on the environment. This focus is reflected in several key interventions that can be seen along the A702 including:

Screening air quality for pollution

- 3.23.1 Using a range of monitoring tools, air is screened, assessed and if necessary managed to ensure pollutants do not go above prescribed levels. There are five sites along the A702 between Greenbank and Tollcross that are monitoring air quality. The Council is also looking at where and how a Low Emission Zone regime could be implemented in Edinburgh to further improve poor air quality across the city.

Moving towards low emissions vehicles across the fleet

- 3.23.2 Working with public transport operators to promote emission-free public transport vehicles, supporting electric and hybrid vehicles through proposed lower parking permit charges, planning and economic development initiatives that support low emissions, and public-sector procurement.

- 3.24 Continuing the trend of increasing numbers of trips taken by public transport will contribute materially to reducing congestion and vehicle emissions across the city. The Council has invested heavily in bus lanes (including along the A702 corridor) to improve journey time and reliability. This investment is being supported by effective and increasing enforcement of bus lanes, technology based traffic control measures to prioritise public transport, promoting walking and cycling at intersections, and extending real-time information systems (such as Bustracker).
- 3.25 While the proposed Lothianburn park and ride site is unlikely to have a significant positive impact on congestion or air pollution along the A702, the existing suite of congestion and emissions reducing initiatives are expected to be most effective over time.

Conclusion

- 3.26 The findings indicate that developing a park and ride facility at Lothianburn would not be well used, it would only impact marginally on parking in and around Morningside, and it would not reduce congestion or air pollution on the A702. It is recommended that the Council does not progress with development at this time. Should the evidence change in the coming years, the option to develop the site would still be available and will be considered as part of ongoing park and ride options across Edinburgh.

4. Measures of success

- 4.1 There are no immediate measures of success applicable to this report.

5. Financial impact

- 5.1 The capital cost of developing a park and ride facility at Lothianburn is estimated at £3.5million.
- 5.2 This report recommends that the development of the site does not progress at the current time.
- 5.3 The costs associated with further parking measures and/or reducing emissions will be reported when actions have been identified.

6. Risk, policy, compliance and governance impact

- 6.1 There are no risk, policy, compliance, and governance impacts arising from the recommendations in this paper.

7. Equalities impact

- 7.1 There are no equalities impacts arising from the recommendations in this paper.

8. Sustainability impact

- 8.1 There are no sustainability impacts arising from the recommendations in this paper.

9. Consultation and engagement.

- 9.1 In developing this report, the Council has engaged with a range of parties, including local representatives (lead petitioner and the Fairmilehead Community Council), Lothian Buses, Midlothian Council, and Transport Scotland.
- 9.2 The Convenor of the Transport and Environment Committee asked Council officers to discuss the key findings in relation to the Lothianburn park and ride proposal with Morningside Councillors and the Morningside Community Council.
- 9.3 Meetings were held with both groups in January 2018.
- 9.3.1 Local Councillors for Morningside were not in support of the Council's conclusion on the park and ride proposal. Issues related to congestion on buses and corridors along the A702, safety on local streets in Morningside, and the need to carry out work to understand the origin of parking in Morningside.
- 9.3.2 The Community Council representatives acknowledged there is not a strong case for progressing the Lothianburn park and ride proposal. However, representatives did advise that the Community Council is concerned about parking issues in Morningside.
- 9.4 Following the completion of the Morningside survey work, Council Officers met with the representatives from Morningside Community Council and Local Councillors for Morningside in April. The results of the survey were discussed and all members were comfortable with the findings and conclusions on the Lothianburn park and ride, as set out in this report.
- 9.5 The Council does not consider that the issues raised by the Morningside Councillors and the Morningside Community Council justify progressing the Lothianburn park and ride site. Further detail about engagement with both groups is set out in Appendix 5.
- 9.6 As part of this engagement, local ward Councillors requested a further study to further understand the origins of commuter parking in Morningside. Details of the methodology for this study is set out in Appendix 6.
- 9.7 The lead petitioner has provided the list of streets that are identified as having parking issues as set out in table 1. The Fairmilehead Community Council has advised that it would be against the development of a park and ride facility at Lothianburn and did not express any concern about parking congestion and air pollution. No other parties expressed a strong view either for or against the proposed petition.

9.8 Appendix 5 sets out the full results from engagement with each party.

10. Background reading/external references

- 10.1 [Planning application for Lothianburn Park and Ride](#) – considered by Midlothian Council on 24 January 2009.
- 10.2 [Future expansion of Park and Ride Serving Edinburgh](#) – considered by the Transport, Infrastructure, and Environment committee on 22 September 2009.
- 10.3 [SEStrans Park and Ride Strategy](#) – 2010.
- 10.4 [Sustainable Edinburgh 2020 - 2014](#).
- 10.5 [SESPlan Cross Boundary and Land Use Appraisal](#) – April 2017.
- 10.6 [Lothianburn Park and Ride Petition](#) – considered by Transport and Environment Committee on 10 August 2017. Note that this petition was considered along with a petition for to redesign the traffic light priorities at Junction of Slateford Road and Shandon Place.
- 10.7 [Delivering the Local Transport Strategy 2014-19: Parking Action Plan](#) – considered by Transport and Environment Committee on 10 August 2017.
- 10.8 [Minutes of the Transport and Environment Committee](#) – of 10 August 2017 meeting.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Roads Network

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

- Appendix 1 Proposed Lothianburn Park and Ride
- Appendix 2 Comparisons of park and ride patronage of sites across Edinburgh
- Appendix 3 Comparison maps of Lothian Bus services available from Lothianburn and Morningside
- Appendix 4 How existing decisions and policies respond to parking issues in Morningside
- Appendix 5 Consultation and engagement
- Appendix 6 Morningside parking survey methodology and summary results

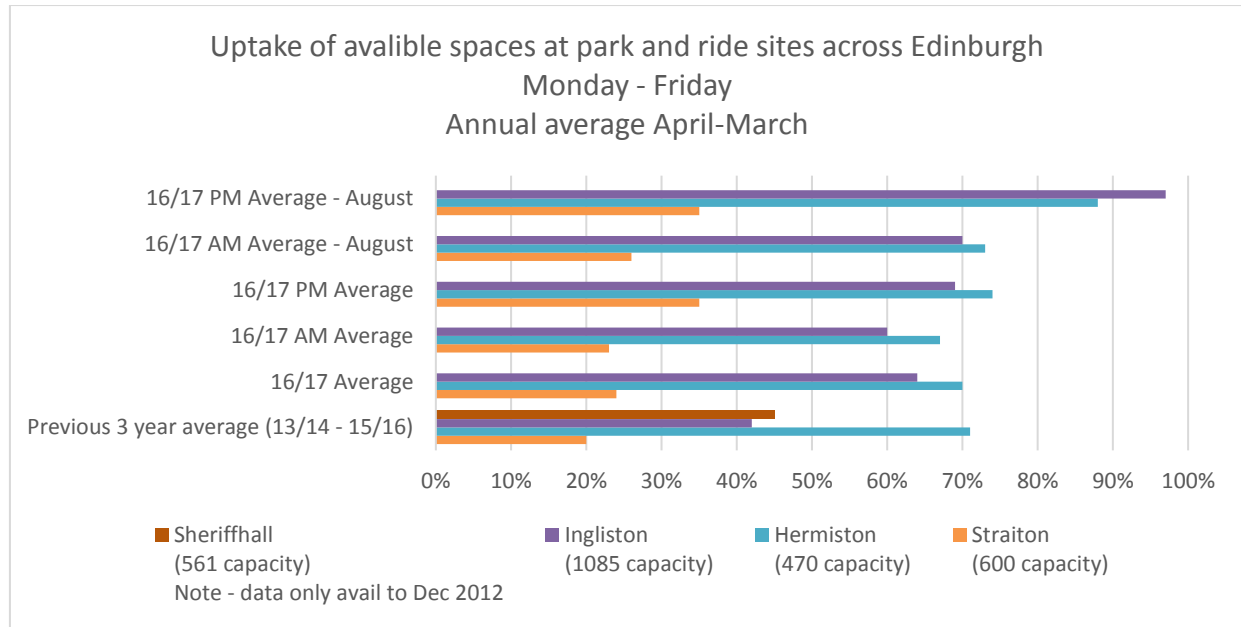
Proposed Lothianburn Park and Ride

The map below shows the proposed Lothianburn park and ride site in relation to Edinburgh's city centre (map sourced from City of Edinburgh Council interactive maps).



Comparisons of park and ride patronage of sites across Edinburgh

The graph below shows a comparison of the uptake of available spaces at park and ride sites across Edinburgh. Note that Midlothian Council monitors Sheriffhall and at the time of writing this report, count data to December 2012 is only available for the Sheriffhall site.



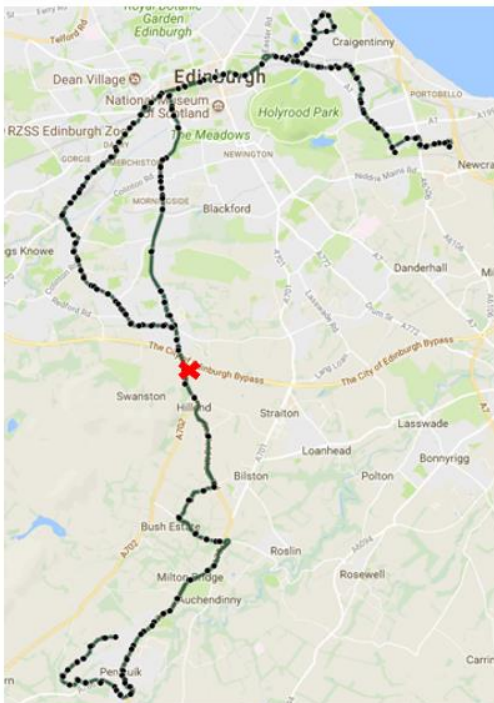
Comparison maps of Lothian Bus services available from Lothianburn and Morningside

These maps show a comparison of the available Lothian bus services from Lothianburn and Morningside.

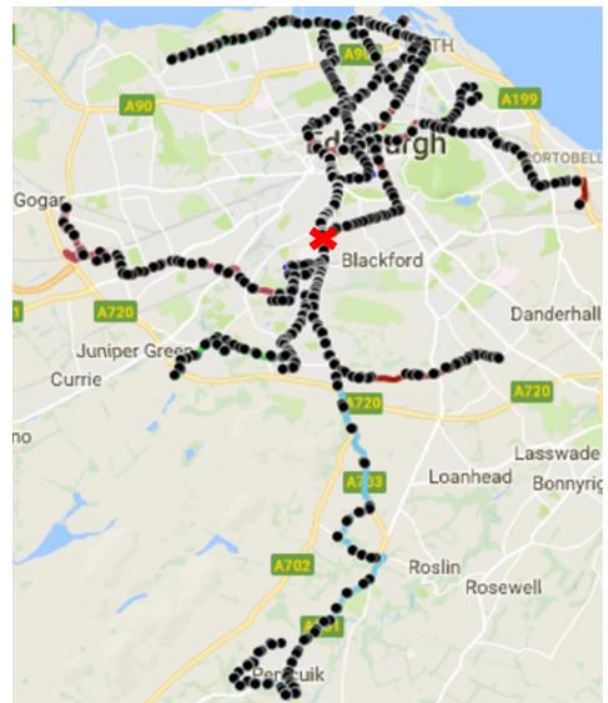
Lothianburn could be serviced by service 15 and 4 (with the 4 offering a rather indirect route to the City Centre). The travel time from Lothianburn to Princes Street is around 40 minutes in the am peak.

Morningside is serviced by six routes across the city, and offers a journey time of around 25 minutes to Princes street.

Bus options via Lothianburn Service 15/4



Bus options via Morningside Service 11/15/16/23/36/5



How existing decisions and policies respond to parking issues in Morningside

The table below sets out the streets that have been identified by the petitioner and from petition signatory addresses, and how existing policies and decisions apply.

Streets/areas affected	Response
Braid Crescent, Avenue & Road, Cluny Gardens & Drive	Streets are within B2 PPA. Space allocation within this area is being reviewed with a view to providing additional space for permit holders.
Comiston Drive, Craiglea Drive, Morningside Drive, Balcarres Street, Craighouse Gardens	These streets are partly in B2 and partly in the area that has been consulted on. Residents have been asked about parking issues within the area to gain evidence to inform future decisions on parking controls in the area.
Braidburn Terrace, Hermitage Gardens & Drive, Corrennie Gardens & Drive, Midmar Gardens & Avenue	These streets are in the area the Council has agreed to extend B2 into. Council officials are implementing this decision through a Traffic Regulation Order process.
Riselow Crescent, Terrace, Place & Road, Braid Hills Road, Comiston Road (Pentland Terrace), Comiston Springs Avenue, Greenbank Crescent & Drive	Historically issues have been raised in these areas. However, the parking issues in this area are unlikely to meet the criteria for investigation as set out in the agreed protocol given the number of properties with off street parking available.

Consultation and engagement

In developing this report, the Council has engaged with a range of parties, including Fairmilehead Community Council (FCC) and the lead petitioner, Morningside Councillors, representatives of the Morningside Community Council, Lothian Buses, Midlothian Council, and Transport Scotland. The following headings provide further information.

Lead petitioner and Fairmilehead Community Council

Council has engaged with the lead petitioner to identify the specific streets petitioners have raised concerns about. The table in Appendix 3 is based on a list of streets provided by the lead petitioner and aligns with the streets of petitioners that have signed in support of the proposal.

The Council has spoken with representatives of the Fairmilehead Community Council. The FCC has discussed the proposed park and ride site and has advised that it has no concerns with commuter parking, congestion, or air pollution in Fairmilehead. The FCC advised that it would be against the installation of a park and ride facility at Lothianburn.

Morningside Councillors and representatives of the Morningside Community Council

Morningside Councillors were not in support of the Council’s conclusions on the Lothianburn proposal. The Morningside Councillors raised issues related to congestion on buses and corridors along the A702, safety on local streets in Morningside, and the need to carry out work to understand the origin of parking in Morningside. The table below sets out a brief response to these concerns. The Council does not consider that any of these concerns justify progressing the Lothianburn park and ride site.

Concerns raised	Council response
<p>Issues related to congestion on buses and corridors along the A702</p>	<p>Lothian Buses has advised that occasionally there are capacity issues on service 15. However, Lothian Buses considers that it continues to meet passenger service needs.</p> <p>Road capacity along the A702 bus corridor between Morningside and the city centre is subject to congestion. This is consistent with most corridors and Lothian Buses is not aware of any significant re-occurring issues along this specific route.</p>

Concerns raised	Council response
Safety on local streets in Morningside	The Council has reviewed accident data in Morningside. Most accidents occur on the A702, with a small proportion occurring on side/suburban roads. The Road Safety Team undertakes an annual collision investigation into all streets within the City of Edinburgh Council area and this is used to target safety works. A 20mph speed limit has been implemented in parts of Morningside, with work underway to apply 20mph (and reducing limits from 40mph to 30mph in some areas) across the rest of the area.
Further work to understand the origin of parking in Morningside	As set out in the body of this paper, the study does not find sufficient evidence to support the views that the development of a park and ride site at Lothianburn would address parking issues in Morningside.
Parking issues in Morningside	As is set out in the body of this paper, continuing to apply existing policies and decisions relating to parking will be most effective in managing parking issues.

Lothian Buses

The Council has discussed the viability of servicing a park and ride site at Lothianburn and the routing of service 11. Lothian Buses operates as a commercially separate agency to the Council and is responsible for making its own commercial decisions. This means the Council has limited ability to influence any decisions.

In relation to the proposed park and ride site, Lothian Buses advised that it supports the development of park and ride sites, and that sites should meet a clear demand and be services with limited disruption or delay for existing bus services. Both service 4 and 15/X15 could potentially be routed to service a park and ride site at Lothianburn. However, Lothian Buses does not expect that it could provide commercially viable services that meet passenger's expectations of a high frequency and direct route to the city centre.

Service 11 previously had split termination points at Fairmilehead and Hyvots Bank (it no longer services Fairmilehead), which the Committee asked the Council to raise with Lothian buses. Lothian Buses has advised there are sound commercial and operational reasons as to why it does not intend to split the route again.

In addition, Lothian Buses has provided comments about bus congestion, as set out in the section 'Morningside Councillors and representatives of the Morningside Community Council' above.

Midlothian Council

Midlothian Council was in support of SEStran's work to progress the Lothianburn park and ride in 2008 and had issued conditional planning permission for the site. Edinburgh's transport network would be the main beneficiary of the Midlothian park and ride site. Given this, Midlothian Council's view is that while the site is available, it would not prioritise any funding or development resources for the park and ride.

Transport Scotland

Transport Scotland supports the objectives of park and ride sites to make public transport more competitive against the car and the role the sites play in routes enhancing connections to and from city centres and areas of economic activity. Transport Scotland has noted that it is up to the Council to determine if a further site is required at Lothianburn in addition to the sites that are already operational around the city boundary and to arrange funding for the construction and operation of a new facility.

Methodology for Morningside parking survey

Morningside Councillors have advocated for the Council to carry out further work to better understand the origins of parking in Morningside. The Council considered the best way to potentially gather the information, including the use of automatic number plate recognition (ANPR) camera surveys, vehicle surveys, and face-to-face interviews.

The streets in Morningside to be surveyed were identified using the streets listed by people that had signed the petition.

Methodology options considered but not used

In officers' past experience of trying to conduct face-to-face interview, people parking in the morning peak period in residential streets do not respond well to these kind of survey questions and the response rate is very low. It would also take a considerable resource to cover all the streets required and try and catch drivers as they park. Officers had to discount this option of gathering information.

Officers looked at recording number plates of cars parked on the affected streets and looking up the registered address of vehicles to determine where they come from. The Council was not able to gain access to the Driver and Vehicle Licensing Agency (DVLA)'s registration database for this purpose, due to data protection issues. This option was also discounted.

Methodology used in survey

A survey was carried out on Tuesday 13 March 2019, by a traffic survey company commissioned by the Council. The company used a combination of ANPR camera and vehicle surveys.

An ANPR camera was located on the A702 Biggar Road, just north of the Lothianburn Junction, on the city side of the bypass. The camera recorded number plates of vehicles passing the site during the morning peak period (between 0600 and 1000).

The ANPR camera survey was supplemented with surveys of vehicles parked in the affected residential streets. One survey was carried out before the morning peak period (between 0000 and 0600) which recorded local resident cars parking overnight. A second survey recorded vehicles parked in the affected area after the morning peak period (between 1000 and 1400). A cross-match exercise was undertaken between the three data sets to how many of the vehicles travel past a point near the proposed Lothianburn park and ride site, then park on the streets identified in the petition. The cross-matched vehicles could reasonably be expected to consider parking at the proposed Lothianburn park and ride site.

Summary results from survey

Vehicles present in Morningside during the day

Location	Vehicle count (16933 total)	Percentage of total parked in Morningside during day
Were parked overnight	801	47.3%
Originated from elsewhere	653	38.5%
Passed an ANPR camera	239	14.1%

Vehicles that passed ANPR cameras

Camera	Vehicle count (239 total)	Percentage of those that passed an ANPR Camera
A only	28	11.7%
B only	122	52%
A and B	89	37%

Vehicles present overnight

Location	Vehicle count
Parked overnight	1477
Remained during day	801

Transport and Environment Committee

10.00am, Thursday, 17 May 2017

Central Edinburgh Transformation – Progress Report

Item number	7.4
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18, 19

Executive Summary

This report provides a progress update on the Central Edinburgh Transformation programme following approval of the Scoping Report in [October 2017](#).

It outlines the project governance for Central Edinburgh Transformation, including the appointment of a Project Director; progress made in developing a strategy through the Central Edinburgh Development Working Group; the alignment of the Council's investment in streets and city centre public realm with Central Edinburgh Transformation; and outlines the communications and engagement plan for the programme.

Central Edinburgh Transformation – Progress Report

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Notes the project governance arrangements and progress made in developing the Central Edinburgh Transformation programme;
 - 1.1.2 Approves the draft vision and objectives which will guide subsequent project delivery; and
 - 1.1.3 Approves the revised project programme (Appendix 1) and draft Communications and Engagement Plan (Appendix 3).

2. Background

- 2.1 This report provides a progress update on Central Edinburgh Transformation following approval of the Central Edinburgh Transformation Scoping Report in [October 2017](#).

3. Main report

Project Governance

- 3.1 The governance structure for the project is shown in Appendix 2 of this report. The Central Edinburgh Development Working Group (CEDWG) had an initial meeting in early December with follow up meetings on 23 March 2018 and 24 April 2018.
- 3.2 In March 2018, Daisy Narayanan was seconded to work with the City of Edinburgh Council in the role of Project Director for Central Edinburgh Transformation. This secondment agreement is for one year. Daisy's substantive role is as Deputy Director with [Sustrans Scotland](#).
- 3.3 The Project Director reports through a Project Board of Council officers, and into CEDWG, where the Central Edinburgh Transformation strategy is discussed together with matters relating to the future of the city centre.
- 3.4 Key policy and strategy decisions will be reported to the Transport and Environment Committee at draft and finalisation stages. This structure is summarised in Appendix 2.
- 3.5 The project programme has been revised based on the discussions with the CEDWG and the Project Board and is included in Appendix 1 for approval.

Strategy Development, Vision and Objectives

- 3.6 At the CEDWG meetings the discussion has focused on how central Edinburgh functions as a place - its mix of uses, public spaces, transport links and how these are perceived by communities; baseline data on the social, environmental and economic make-up of the city centre; lessons learned from past projects and the approaches other cities are taking to adapt to their historic cores to 21st century demands.
- 3.7 Positive and wide-ranging discussion has sought to establish a strong link with the themes of the Edinburgh 2050 City Vision, to ensure that the city centre is future-focussed, respectful of its heritage, inclusive and that the wellbeing of central residential communities is at the forefront of decisions.
- 3.8 There was agreement that to work collaboratively with organisations and individuals in order to generate creative solutions to the challenges the city faces in terms of population growth and the quality and capacity of its streets, public spaces and transport infrastructure.
- 3.9 The outcome of the CEDWG sessions has been to establish a working vision, aims and objectives to guide the future transformation of the city centre. The working vision for Central Edinburgh is as follows:
 - 3.9.1 'Our shared vision is an exceptional capital city centre that is for all, a space for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past.
 - 3.9.2 To achieve this vision, we will work collaboratively to create a city centre that is the heart of Edinburgh's communities, its cultural and civic life, and the focal point for its economy.'
- 3.10 This is supported by five aims (in no particular order):
 - 3.10.1 To ensure people living in the city can experience a great quality of life, make use of their public space and benefit from attractions and festivals.
 - 3.10.2 To provide a city centre that is inclusive, safer, healthier and easier to travel to and move around.
 - 3.10.3 To offer exemplary streets and spaces that match the city's outstanding built and natural heritage.
 - 3.10.4 To create a transformed city centre that powers Scotland's economy, energised by civic, cultural and commercial activity.
 - 3.10.5 To make better use of public space to create shared experiences and ensure visitors feel welcome.
- 3.11 A set of 15 working objectives expand on the vision and aims, relating them to delivery and emerging themes of the 2050 Edinburgh City Vision and feed-back from related engagement, such as The Old and New Towns of Edinburgh World Heritage Site Management Plan 2017-22. These are set out in Appendix 4.

- 3.12 The working aims and objectives will be reviewed and refined as the project develops in dialogue with stakeholders and as further issues and opportunities for the development of the city centre are explored.

Project Alignment

- 3.13 Work has begun to ensure alignment across projects and programmes to deliver a consistent approach and high quality.
- 3.14 A number of high profile projects are already underway (or committed to) in the city centre, that seek to improve the quality and experience of the public realm, prioritise access for pedestrians, cyclists and public transport users, including:

The preliminary design for George Street and First New Town

- 3.14.1 The development of a long-term design to reduce traffic and make the roads safer for pedestrians and cyclists in the First New Town on George Street, Castle Street, Frederick Street and Hanover Street.

The City Centre East-West Cycle Link

- 3.14.2 The development of a new cycle route linking the Roseburn path to Leith Walk via the city centre. This route will form part of National Cycle Network (NCN) Route 1, and will be a key part of Edinburgh's Quiet Routes network.

Picardy Place

- 3.14.3 Plans for Picardy Place have been progressing to enhance the public realm; improve pedestrian and cycling provision; support the existing public transport network; and future-proof for any extension to the tram, and changes to the city centre as a whole.
- 3.15 Although each project is at a different stage, coordination is being achieved through teams working together under the scope of Central Edinburgh Transformation. This includes regular co-ordination meetings to share the findings of project specific engagement, design and layout, materials palettes and traffic modelling.
- 3.16 This is crucial to ensuring that delivery is effectively programmed and resourced and for the quality of the city's built heritage to be reflected by outcomes on the ground which provide a legible, safe and welcoming city centre.

Communications and Engagement Plan

- 3.17 A communications and engagement plan has been developed for Central Edinburgh Transformation and is included in Appendix 3 for approval.

4. Measures of success

- 4.1 Initial measures of success will include:
- 4.1.1 successful stakeholder engagement;
 - 4.1.2 publication of a central Edinburgh transformation programme;
 - 4.1.3 added value to current projects and initiatives; and

4.1.4 developing baseline monitoring and evaluation.

5. Financial impact

- 5.1 Whilst there are no further financial implications for the Council arising from this report, there may be a requirement for resources to be allocated to support engagement activities, further technical studies and proposals. The cost implications of any of these projects will be reported through the relevant Committees as they progress.

6. Risk, policy, compliance and governance impact

- 6.1 The project is being shaped by a governance structure with a new Project Director reporting to a Project Board. The contribution of elected members and cross-party governance and leadership will be facilitated through the cross-party CEDWG.
- 6.2 The CEDWG is supported by senior management reflecting integrated service delivery from Place Management and Development, Culture, Localities, Strategy and Insight, and Communications.

7. Equalities impact

- 7.1 There is no relationship between the matters described in this scoping report and the public sector general equality duty. An Integrated Impact Assessment will form an integral part of developing a city centre vision.

8. Sustainability impact

- 8.1 There will be significant potential for positive impacts on sustainability and this will be assessed as the project progresses.

9. Consultation and engagement

- 9.1 A Communication and Engagement Plan is set out in Appendix 3. This aims to ensure that a high quality engagement experience is achieved, involving interested parties at the right times with positive outcomes for the future development of Central Edinburgh and its communities of interest.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: David Leslie, Service Manager and Chief Planning Officer

E-mail: david.leslie@edinburgh.gov.uk | Tel: 0131 529 3948

11. Appendices

Appendix 1 Revised Project Programme

Appendix 2 Project Governance

Appendix 3 Communications and Engagement Plan

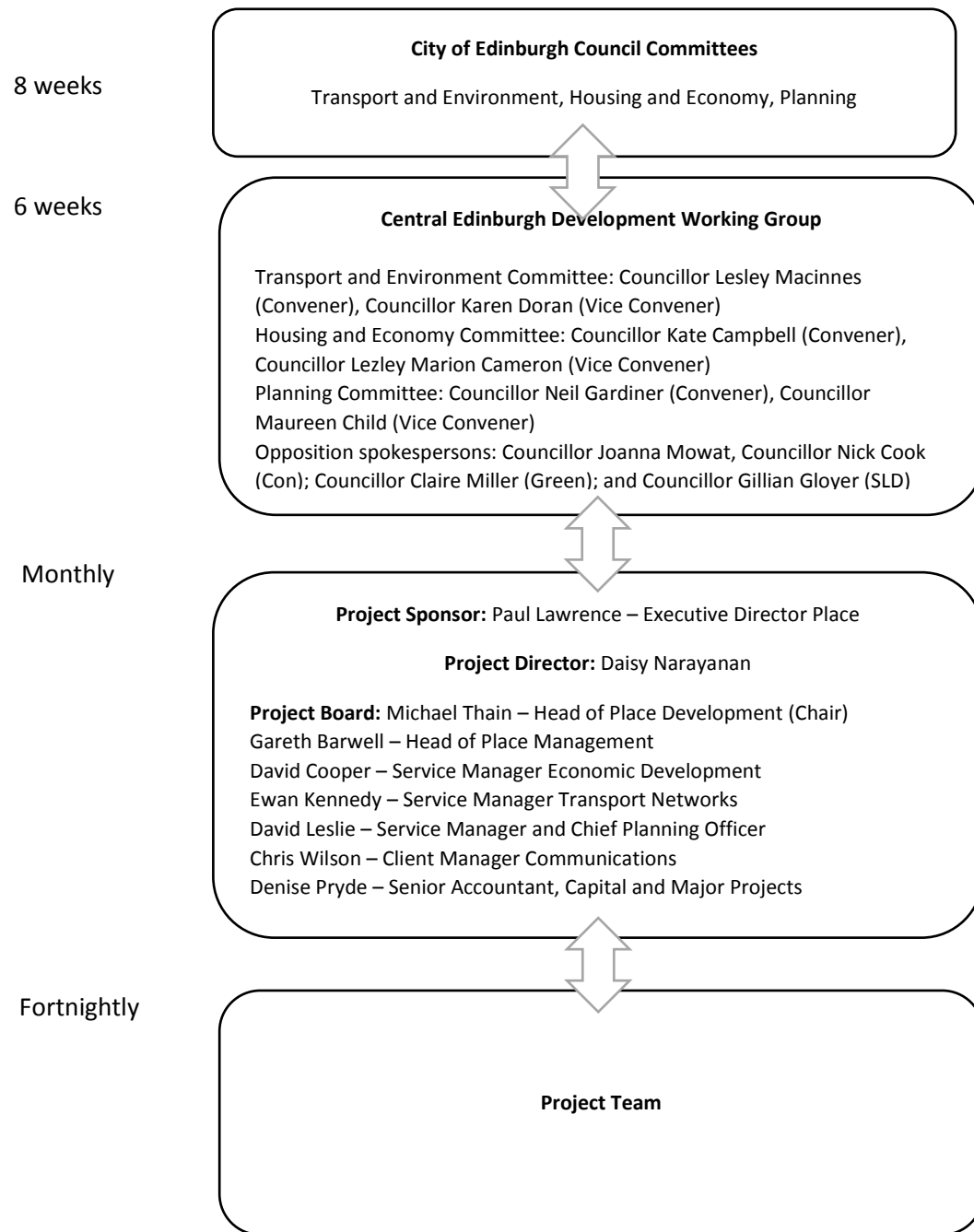
Appendix 4 Working Objectives

Central Edinburgh Transformation

Revised Project Programme

Stage	Timeframe	Actions
Analysis and Stakeholder Co-production	Mar – May 18	<ul style="list-style-type: none"> • Consolidate data, past engagement and mapping • Benchmark other cities • Explore potential options • CEDWG and key stakeholder workshops • Progress Report to Transport and Environment Committee on strategy development, project alignment and engagement.
Prepare Prospectus	May – Aug 18	<ul style="list-style-type: none"> • Establish working vision and objectives following stakeholder engagement • Appoint consultants • Develop potential scenarios and test modelling • Prepare prospectus linked to LTS and LEZ to be used as an engagement toolkit. • CEDWG gateway decision • Report prospectus to August Transport and Environment Committee.
Prospectus Consultation	Sep – Oct 18	<ul style="list-style-type: none"> • 8 week consultation period on potential scenarios for Central Edinburgh linked to LTS review and LEZ regime.
Prepare Proposed CET Strategy	Nov – Mar 19	<ul style="list-style-type: none"> • Review consultation responses • CEDWG to determine preferred scenario to be prepared. • Key Stakeholder workshops/meetings • Develop Proposed CET Strategy • Report Proposed CET Strategy to March Transport and Environment Committee.
Proposed CET Strategy Consultation	April – May 19	<ul style="list-style-type: none"> • 8 week consultation on Proposed Central Edinburgh Strategy linked to LTS review and LEZ regime
Finalisation and Adoption	June – Aug 19	<ul style="list-style-type: none"> • Review consultation responses • CEDWG to agree finalisation changes • Key stakeholder meetings • Ensure alignment with LTS and LEZ • Subject to scope of changes required, report finalised CET Strategy to August Transport and Environment Committee.

Central Edinburgh Transformation – Organisational Chart



Central Edinburgh Transformation Draft Communication and Engagement Plan

Mandate

The City of Edinburgh Council is developing a strategy and action plan to co-ordinate the future development of Central Edinburgh.

This will help deliver the aspirations of the Edinburgh 2050 City Vision, specifically to enhance its streets and public spaces and to prioritise access for pedestrians, cyclists and public transport.

Background

The future development of Central Edinburgh is a matter of interest for, and will impact upon, all those who live, work, study and visit the city.

In particular, key groups include: the city's central residential communities, local businesses, third sector and member organisations, transport providers, Network Rail, the further and higher education sector and the development industry.

Central Edinburgh Transformation (CET) is being prepared in parallel with a review of Edinburgh's Local Transport Strategy and implementation of a Low Emission Zone regime.

Each project will share policy objectives and geographies and will be dependent upon city-wide solutions including:

- Strategic connectivity city-wide and across the city-region;
- Local connectivity and environmental quality for communities across the city's four Localities; and
- Connectivity and transformation of the city centre and its public realm;

CET will set the strategic direction around which project delivery will be aligned. Current projects, including preliminary design proposals for George Street and First New Town and implementation of Picardy Place will also inform its development.

The development of parallel strategies and projects will ultimately determine how people move around and experience the city and therefore engagement needs to be taken forward through an integrated approach.

Outcomes

The overall aim is to ensure that a high quality engagement experience is achieved, involving interested parties at the right times with positive outcomes for the future development of Central Edinburgh and its communities of interest.

All interested parties should be:

- aware of the background to CET and its link to delivery of the Edinburgh 2050 City Vision;
- understand how Central Edinburgh has evolved and its current and future challenges including demographic change, economic growth and environmental quality;
- informed about current projects and be able to input to the consultation on the draft CET proposals;
- aware of the links between options for change in the city centre and the draft LEZ regime and LTS objectives;
- confident that they have contributed to the development of CET strategy via workshops, meetings, focus groups or online feedback.
- aware of the opportunities to be involved in future delivery, including strategic partners and community-led initiatives.

ENGAGEMENT PROCESS

In order to ensure communities of interest are involved in shaping all stages of developing the strategy, the following engagement approach is set out as follows:

STAKEHOLDER ENGAGEMENT

March – May 2018

Past and Parallel Engagement Review – pre-engagement will be informed by review of past engagement carried out through Edinburgh 2050 City Vision, South East Edinburgh Locality Improvement Plan, Old and New Towns of Edinburgh World Heritage Site Management Plan and current project delivery e.g. George Street and First New Town.

Briefings, Workshops and Focus Groups – Inform and share information with interested parties, including project timetable and consultation stages. Seek feed-back on key issues and opportunities to inform preparation of a prospectus.

Edinburgh Transport Forum

28 Feb 2018

Advisory and consultative body on citywide transport issues including experts, citizens and interested parties

Edinburgh Development Forum

27 March 2018

Improving communication and understanding between people involved in the development industry

Edinburgh Access Panel

5 April 2018

Early dialogue to ensure policy and projects improve

accessibility for people with physically disabilities and sensory impairments.

Community Council Briefings by Locality

Working together with briefings on LDP2

- | | |
|-----------------------|----------|
| • North East Locality | 21 March |
| • South East Locality | 22 March |
| • South West Locality | 26 March |
| • North West Locality | 27 March |

Year of Young People

tba

Continuing to work with Children and Families and Planning Aid Scotland to give young people a greater voice in issues affecting them and the future of the city.

Meetings with key organisations

tba

Specific meetings with key stakeholders, including transport providers, NHS Lothian, Edinburgh World Heritage, Living Streets, Spokes, Sustrans, Essential Edinburgh and Old Town BID group to inform them of preparation of CET and gain input to future direction and delivery of actions.

An initial briefing was also given to the Civic Forum in Dec 2017, with discussions underway on a follow up meeting.

CONSULTATION: PROSPECTUS

Aug – Oct 2018

- **8 week consultation period** – on potential options/scenarios for CET linked to LTS and LEZ.
- Engagement to be supported by a prospectus/green paper on key issues related to place quality and movement.
- Prospectus to include case studies of how other cities are adapting to challenges, including reference to Edinburgh's partners in the EU [SUMPs-UP](#) programme.
- Stakeholder, Community Council and public engagement events reflecting the geographies and communities of interest for the scenarios proposed.
- Opportunity, subject to resources, to include participatory approaches to engagement such as Place Standard walkabout by sub-area/online dialogue approaches by topic.
- Online survey – setting out key issues and gauging preferences towards key options for change.
- Information on key projects in the city centre to be set out to improve understanding of changes contributing to CET.

- Consultation to be promoted online, through social media, via Localities, Edinburgh City Libraries and working in partnership with Transport for Edinburgh and Edinburgh Leisure.

PREPARE PROPOSED CET STRATEGY

Nov '18 – March 2019

- Review consultation responses and feedback to Central Edinburgh Development Working Group.
- Undertake any necessary follow up studies
- Develop Proposed CET Strategy
- Prepare a consultation summary to show how comments have been listened to and have influenced the draft strategy in 'we asked, you said, we did' format.
- Report Proposed CET Strategy to Committee

CONSULTATION: PROPOSED CET STRATEGY

Apr - May 2019

- **8 week consultation period** – on Proposed CET Strategy linked to LTS and LEZ.
- Present proposed plan to stakeholders and communities of interest.
- Check-back that proposals address the key issues and aspirations.
- Online survey – setting out key issues and gauging preferences towards key options for change.

FINALISATION AND ADOPTION

June – Aug 2019

- Review consultation responses.
- CEDWG to agree finalisation changes.
- Key stakeholder meetings.
- Report finalised CET Strategy to August Transport and Environment Committee.

PUBLISHING

- Publishing of leaflets/flyers related to the prospectus will be investigated.
- Consultation information will be posted on line through the Council's consultation hub
- The Proposed CET will be published online.
- An online web resource will be developed for CET which sets out the context to the project, vision and objectives and provides a link to current infrastructure projects e.g. George Street and First New Town, CCWEL etc.

RESOURCES

Appropriate resources should be made available at the pre-consultation, consultation and post-consultation phases.

- A Smarter Choices Smarter Places funding application has been submitted to support the combined approach to engagement across the LTS, LEZ and CET with advice from Strategy and Insight.
- Workshops to be led by staff working across the Place Directorate in addition to any consultant support.
- A dedicated stakeholder liaison role will be identified to provide a consistent point of contact.
- Planning Technicians and Service Delivery Team to provide support in terms of preparing visual material, posting consultation materials and social media.

Appendix 4

Working Objectives by 2050 Edinburgh City Vision theme:

FAIR

- To ensure surrounding communities and wider city benefit from a transformed city centre.
- To provide liveable streets and public space that is accessible for all.
- To improve air quality and reduce noise pollution.
- To promote road safety and personal security.

CONNECTED

- To create a multi-modal, integrated solution for urban mobility.
- To prioritise access and movement by foot, by bike and public transport and reduce vehicular dominance.
- To create a network of public spaces, parks and gardens linked by coherent, safe and secure pedestrian and cycle routes.
- To promote a sustainable and efficient public transport system.

THRIVING

- To maintain and enhance thriving residential communities, improve health and quality of life.
- To support businesses and the city centre's retail, entertainment, cultural and leisure role.
- To create an environment fit for a growing city-region, to power Scotland's economy.

INSPIRING

- To ensure streets and public spaces enrich and revitalise the historic environment.
- To ensure new development enhances the city centre, its streets and public spaces.
- To provide a high quality platform for the city's civic, cultural and community life.
- To encourage innovation, climate change adaptation and resilience.

Appendix 4

Working Objectives by 2050 Edinburgh City Vision theme:

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Implementation of Active Travel and Street Design Principles in Road and Footway Renewals

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	7 , 16 , 17 , 27

Executive Summary

The Edinburgh Street Design Guidance was approved by this Committee on [25 August 2015](#) and by the Planning Committee on [1 October 2015](#). It provides consolidated guidance on the design of projects that maintain, alter or construct streets, including urban paths, in Edinburgh.

A further report to Transport and Environment Committee on [15 March 2016](#) detailed how the guidance would be embedded in the delivery of the road and footway renewals programme.

The detailed “fact sheets” which support the guidance are currently being signed-off by the Executive Director of Place and the principles are now to be applied, at an appropriate level, in the design of road and footway renewal schemes.

An addendum to a report on the Roads Services Improvement Plan was tabled at Transport and Environment Committee on [7 December 2017](#) seeking to outline the way in which the roads teams were promoting the delivery of high-quality active travel infrastructure to facilitate modal shift from the private car to sustainable modes.

This report provides an update on progress towards achieving these aims.

Implementation of Active Travel and Street Design Principles in Road and Footway Renewals

1 Recommendations

- 1.1 It is recommended that Committee approves this report as evidence of active travel and street design guidance principles being considered as part of the roads design process and its role in encouraging modal shift to more sustainable modes of travel.

2 Background

- 2.1 The Edinburgh Street Design Guidance was approved by the Transport and Environment Committee on [25 August 2015](#) and by the Planning Committee on [1 October 2015](#).
- 2.2 The guidance brought together previously separate guidance on street design with the aim of delivering a world-class network of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh.
- 2.3 A further report was approved at Transport and Environment Committee on [15 March 2016](#) detailing how the guidance would be embedded in the delivery of future road and footway renewal (maintenance) schemes.
- 2.4 Work has continued to develop Part C of the Edinburgh Street Design Guidance which incorporates the Detailed Design Manual (the Fact Sheets). The fact sheets provide the detailed technical information necessary to enable designers to implement the principles of the guidance.
- 2.5 Part C guidance now forms part of the general design principles for all road and footway maintenance schemes.
- 2.6 At Transport and Environment Committee on [7 December 2017](#) elected members sought assurances that active travel, modal split and street design issues were considered as part of the overall design process for road and footway schemes, not considered in isolation, and that a consistent approach was taken by the core and locality teams.
- 2.7 It was agreed that a report would be presented to the Transport and Environment Committee within two cycles highlighting how active travel and street design guidance principles were taken account of in the roads design process.

3 Main report

- 3.1 The principles of the Edinburgh Street Design Guidance and the Active Travel Action Plan form the foundations of the design of all new active travel schemes and public realm improvements.
- 3.2 It is, however, equally important that these principles are also considered in the design of “traditional” road and footway renewal schemes.
- 3.3 Such schemes are categorised on the basis of category of street, cross-referenced to three levels of intervention (scale of work), namely:
 - 3.3.1 basic;
 - 3.3.2 standard; and
 - 3.3.3 innovative.
- 3.4 Road and footway renewal schemes are subject to either the basic or standard levels of intervention.
- 3.5 To reflect their importance, a weighting is applied to those schemes which have high levels of cycle and/or public transport usage as part of the assessment criteria used to develop the annual roads renewal programme.
- 3.6 At the start of the year officers discuss the proposed programme of road and footway renewals schemes with the Locality, Edinburgh Road Services (ERS), Active Travel, Public Transport and Road Safety teams with a view to identifying the appropriate level of intervention required. In addition, there are monthly meetings, chaired by the Infrastructure Manager, between the Roads Renewal Manager, Transport Design and Delivery Manager, Locality Transport and Environment Managers and ERS Commercial Manager to discuss budgets, programmes, progress and share good practices.
- 3.7 Scheme designers liaise with colleagues in the Localities from the configuration stage and throughout the design stage of each scheme.
- 3.8 Active Travel sits at the heart of the Council’s current Local Transport Strategy (2014-2019). It promotes greater priority to pedestrians and cyclists in street design and management.
- 3.9 Whilst the LTS does not specify a road user hierarchy between cyclists pedestrians and public transport, an opportunity will exist at the next update (currently in progress) to consider this aspect in more detail to determine if it needs to reflect current national guidance, which places pedestrians ahead of cyclists, or whether, given the unique character of the city, the adoption of a more considered approach is required on a scheme by scheme basis.

- 3.10 The design principles also consider how improvements for public transport users can be incorporated into schemes. This will include the provision of more robust road surfacing materials at bus stops to reduce the likelihood of rutting and the incidence of potholes, thus providing a smoother and safer journey for bus passengers, and the provision of red chippings in bus lanes (and cycle lanes). This practice is now the norm where bus stops and bus lanes are being resurfaced as part of renewals projects; as evidenced at Leith Walk, Comiston Road and Great Junction Street.
- 3.11 Many of the principles of the Edinburgh Street Design Guidance that promote increased use of active travel modes and public transport have already been introduced, on the basis of being generally accepted good design practice, within many schemes delivered over the last few years. For example, the introduction of the citywide 20mph rollout, improvements at St Andrew Square, the Leith Programme and public realm improvements at Waverley Bridge and Chambers Street.
- 3.12 Significant work has been done in recent years to improve conditions for cyclists to make this a more attractive mode of travel, such as the provision of both on-street and segregated cycle lanes, coloured surfacing, the provision of additional yellow line restrictions to assist cycle passage and the provision of on-street cycle racks.
- 3.13 Moreover, the provision of dropped crossings, where none previously existed, the de-cluttering of footways and other opportunities to improve the pedestrian environment, such as the provision of both signalised and non-signalised crossing facilities, have been part of the basic design approach for many years.
- 3.14 Although the active travel team were consulted during the initial design, the proposed implementation of street design guidance principles at Silverknowes Roundabout met with some criticism from users. This feedback was taken on-board and the design was revised following consultation with them.
- 3.15 It is acknowledged that good internal and stakeholder liaison is essential in order to reduce the likelihood of such problems arising in the future.
- 3.16 It should, however, be acknowledged that embracing the Street Design Guidance principles may result in increases in the time required to both undertake the design of schemes and the duration of the construction phases and:
- 3.16.1 may increase the overall cost of schemes;
 - 3.16.2 may increase the level of disruption to residents, businesses and road users if enhanced works are required; and
 - 3.16.3 may reduce opportunities to undertake other works on the network if the delivery of such “enhanced” schemes disrupt the network for longer periods.

- 3.17 Furthermore, it should be noted that where the design principles dictate:
- 3.17.1 that existing road space requires to be re-determined as footway (or *vice-versa*); or
 - 3.17.2 that a traffic regulation order is required to amend parking, waiting or loading restrictions,
- these will require the promotion of legal orders, which will also impact on the timescale for delivery of such schemes.
- 3.18 It is anticipated that the provision of well-designed, high-quality, active travel and public transport infrastructure will encourage a shift from private car use to these more sustainable modes.
- 3.19 Work is currently underway to develop an internal governance process which shall ensure that the principles of the Street Design Guidance are applied to relevant projects within the Transport Capital programme at a proportionate level and manner.

4 Measures of success

- 4.1 Measures of success will include:
- 4.1.1 new and upgraded facilities for pedestrians and cyclists; and
 - 4.1.2 increased use of active travel modes (walking and cycling) and public transport.

5 Financial impact

- 5.1 Any financial impacts resulting from the implementation of active travel and street design principles to road and footway renewal schemes shall be included in the approved capital investment programme.

6 Risk, policy, compliance and governance impact

- 6.1 There are no significant compliance, governance or regulatory implications resulting from this report.

7 Equalities impact

- 7.1 The introduction of active travel and street design principles will take into account the needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the design process.

- 7.2 The introduction of active travel and street design principles:
 - 7.2.1 improves the accessibility and safety of the road and footway network;
 - 7.2.2 supports the Council's Active Travel Action Plan;
 - 7.2.3 has a positive impact for users, particularly older people and those with a disability;
 - 7.2.4 improves health, for example, through enhanced public space and encouraging more use of active travel modes;
 - 7.2.5 supports individual, family and social life, for example, through provision of walking and cycling infrastructure and the provision of shared spaces; and
 - 7.2.6 enhances physical security, for example, through safer places with improved layouts and lighting.
- 7.3 The proposals and recommendations described in this report could contribute to the public sector general equality duty to advance equality of opportunity. An Equality and Rights Impact Assessment (ERIA) has been completed for the Edinburgh Street Design Guidance.

8 Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improvements to the infrastructure. This should improve the safety for cyclists, encouraging a reduction in vehicle use and lower carbon emissions.
- 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:
 - 8.2.1 the proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and, where appropriate, sources that are local to the area;
 - 8.2.2 the proposals in this report will help achieve a sustainable Edinburgh by improving access to public green space that contribute to wellbeing;
 - 8.2.3 the proposals in this report will assist in improving social justice by enhancing places to cater for all users by increasing accessibility; and
 - 8.2.4 in addition, improvements to streets and places are recognised as being critical to economic wellbeing.

9 Consultation and engagement

- 9.1 All schemes are subject to stakeholder, elected member and resident engagement and notification.
- 9.2 The Active Travel Team will be consulted as part of the design process.

10 Background reading/external references

10.1 [Edinburgh Street Design Guidance](#).

Paul Lawrence

Executive Director of Place

Contact: Cliff Hutt, Service Manager - Infrastructure

E-mail: cliff.hutt@edinburgh.gov.uk | Tel: 0131 469 3751

11 Appendices

None.

Transport and Environment Committee

10.00 am, Thursday 17 May 2018

Decriminalised Traffic and Parking Enforcement in Edinburgh

Item number	7.6
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	

Executive Summary

At the meeting of Transport and Environment Committee in [August 2017](#), following an intervention from Councillor David Key, it was agreed to receive a separate report on parking enforcement:

“3) *To agree that a report would be brought back to Committee to address the issues raised regarding the enforcement of parking protocols.*”

The report outlines the problems caused by incorrect parking on yellow and red line restrictions. It also outlines the Council’s responsibilities in relation to Decriminalised Parking Enforcement (DPE) and the measures that can be taken to tackle parking that contravenes the restrictions.

Decriminalised Traffic and Parking Enforcement in Edinburgh

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 notes that specific measures to improve parking in Edinburgh are included in the Parking Action Plan (PAP), also at Committee today; and
 - 1.1.3 discharges Councillor Key's motion.

2. Background

- 2.1 At a meeting of the Transport and Environment Committee in [August 2017](#), following an intervention from Councillor Key, it was agreed that a report would be brought back to Committee to address the issues raised regarding the enforcement of parking protocols.
- 2.2 A similar report was previously submitted in [March 2015](#) in response to a motion relating to 'Illegal Parking' submitted by Councillor Nigel Bagshaw. The motion submitted by Councillor Bagshaw:
 - 2.2.1 "Recognises that incorrect parking (on double and single red and yellow lines) poses a significant problem in that it:
 - Obstructs those with limited mobility, people with buggies and the disabled;
 - Increases risks to the safety of pedestrians, and in particular children, by forcing them into the road; impedes and endangers cyclists;
 - Impedes the flow of public transport;
 - Causes expensive damage to footways."
 - 2.2.2 "Further recognises that despite the action currently taken the problem persists."
 - 2.2.3 "Acknowledges that the City of Edinburgh Council has the powers to enforce the regulations concerning this kind of incorrect parking".
- 2.3 We consider that similar issues are being raised by Councillor Key, particularly in relation to cycling.

- 2.4 The enforcement of parking restrictions within Edinburgh is an important component of the Council's Transport policy. DPE allows for the limited kerb side space within the city to be managed in such a way as to ensure public safety, improve accessibility for all road users and secure the economic vitality of the city.
- 2.5 DPE has operated in Edinburgh since 1998. Since that time, the Council has been responsible for the enforcement of the majority of parking restrictions, including all yellow lines.
- 2.6 DPE has always been carried out by an enforcement contractor using Parking Attendants (PAs). The current contract for Decriminalised Traffic and Parking Enforcement in Edinburgh was awarded to NSL Limited (NSL). The contract commenced on 1 October 2014 and has an initial lifespan of five years with the potential for a five-year extension.
- 2.7 In 2007, the Council took responsibility, from the Police, for enforcement of Greenway restrictions and delivered the service through the enforcement contract.
- 2.8 In 2012, enforcement of Bus Lane restrictions was decriminalised in Edinburgh, allowing the Council to begin enforcement of the restrictions using cameras.
- 2.9 The Police maintain responsibility for the enforcement of other contraventions relating to moving traffic, obstruction and parking on areas where there are white zig-zag markings. Examples of the contraventions where the Police retain responsibility for enforcement are; obstruction to access/egress to/from a private driveway (where no restrictions are in place) and parking/driving on a footway (where no restrictions are in place).
- 2.10 This report details the management of DPE in Edinburgh and explains the enforcement action that is taken to ensure that drivers comply with the parking regulations.

3. Main report

Types of Parking Restrictions within Edinburgh enforced through DPE

Yellow Lines

- 3.1 Parking restrictions are in place throughout the city. A map of the controlled zones and the prevailing hours of restriction can be found in Appendices 1 and 2.
- 3.2 In general terms, single yellow lines are enforceable 8.30am until 6.30pm Monday to Saturday, or 8.30am until 5.30pm Monday to Friday, depending on what part of the city they are in place.
- 3.3 Within the Controlled Parking Zones (CPZs) there is no need for a time plate at single yellow line restrictions, where there is no loading prohibition, as the times of restriction are reflected on the CPZ zone entry signs. If the times of restriction differ from the CPZ they will be reflected by associated time plates.
- 3.4 Where there are no kerb markings or time plates indicating a loading prohibition:

- 3.4.1 Loading and unloading of a vehicle is permitted for periods of up to 30 minutes, on all yellow line restrictions, single or double, provided it is necessary for the vehicle to be waiting at the location. Vehicles can be granted longer periods to carry out loading and unloading activities by applying for a dispensation.
- 3.4.2 PAs will observe a private vehicle on all yellow lines, single or double, for a full five minutes, or a marked goods vehicle for a full ten minutes, to check for loading activity before issuing a Penalty Charge Notice (PCN).
- 3.4.3 Vehicles displaying a valid disabled persons' Blue Badge are exempt from the waiting restrictions and may park on all yellow lines, single and double, without time limit.
- 3.4.4 Vehicles displaying an Essential Users' Permit, used by health care workers, can park on all yellow lines, single or double, for up to two hours when they are carrying out domiciliary visits.
- 3.5 There are various exemptions to the waiting restrictions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.
- 3.6 Figure 1 details the length of yellow lines restrictions, where there are no kerb markings or time plates indicating a loading prohibition, in the city.

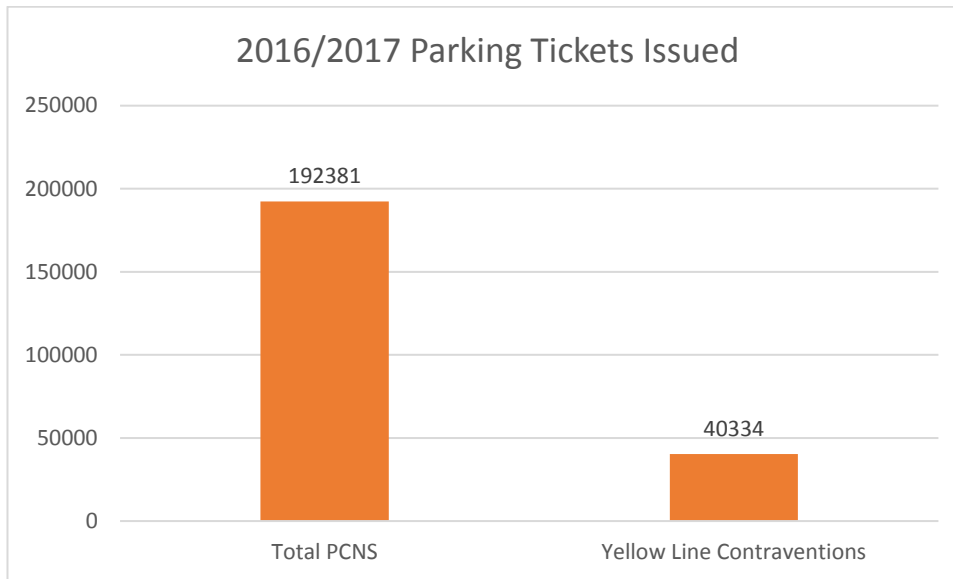
Fig 1

Type of Yellow Line*	Length (m)
Double	184,105
Single	129,001
Total	313,106

*Where there are no kerb markings or time plates indicating a loading prohibition

- 3.7 Figure 2 details the number of PCNs issued for contravention code 01, 'Parked in a Restricted Street during Prescribed Hours' in 2016/17. Contravention code 01 is associated with PCNs issued to vehicles which have contravened all yellow line restrictions, where there are no kerb markings or time plates indicating a loading prohibition.

Fig 2



Yellow Lines with a Loading Prohibition

- 3.8 Both single and double yellow line restrictions may have additional loading prohibitions which are indicated by an associated marking on the kerb and a time plate.
- 3.9 A single kerb marking indicates no loading/waiting during the hours of prohibition. These are generally found on main traffic routes or near to schools, prohibiting drivers from waiting at the roadside during hours of peak traffic flow.
- 3.10 Double kerb markings indicate that loading/waiting is prohibited at all times.
- 3.11 PAs will issue an instant PCN, meaning no observation period is required, to any vehicle incorrectly parked at a yellow line during a loading prohibition. However, drivers are permitted to wait, for no longer than two minutes, to allow a passenger to board or alight from the vehicle. Please note that it takes up to two minutes to physically issue a PCN.
- 3.12 There are various exemptions to loading/waiting prohibitions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.

3.13 Figure 3 details the length of waiting/loading prohibitions in Edinburgh.

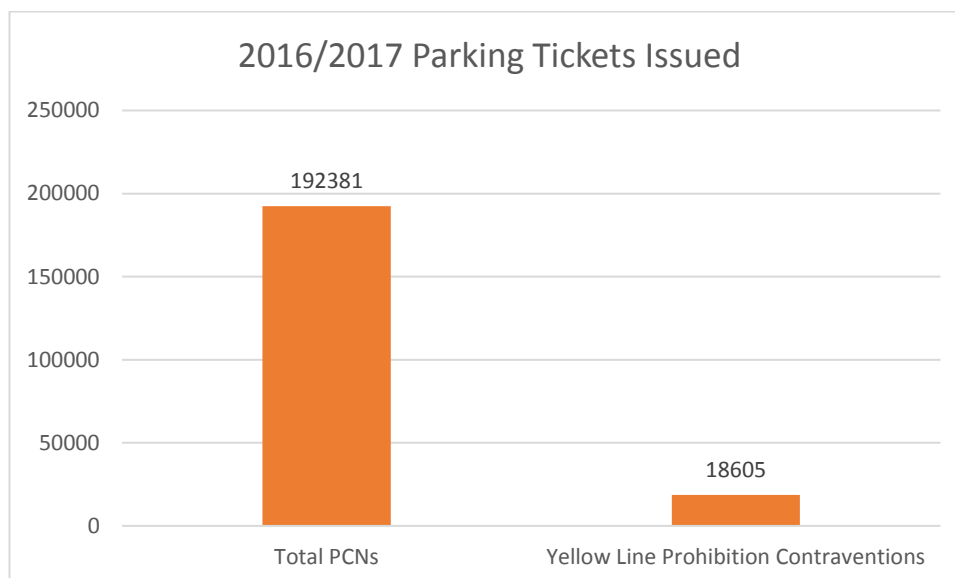
Fig 3

Type of Yellow Line (Kerb marking)	Length (m)
Double (One)	12,092
Double (Two)	111,383
DYL Loading Prohibition Total	123,475
Single (One)	68,551
SYL Loading Prohibition Total	68,551
Loading Prohibition Total	192,026

3.14 Figure 4 details the number of PCNs issued for contravention code 02, 'Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force', in 2016/17. Contravention code 02 is associated with PCNs issued to vehicles which have contravened yellow line loading prohibitions.

3.15 Although no observation period is required, it can be difficult to issue a PCN for a 02 contravention as vehicles are often stopped for short periods with the driver nearby, meaning the vehicles are then driven away before the PCN is issued.

Fig 4



Red Line Restrictions

3.16 Single red lines indicate that no stopping or loading is permitted during the restricted hours, 7.30am until 6.30pm Monday to Friday and 8.30am until 5.30pm on Saturday, displayed on the associated Greenway entry time plate.

3.17 Double red lines indicate that no stopping or loading is permitted at any time as indicated by the associated time plate.

3.18 PAs will issue an instant PCN to any vehicle incorrectly parked at a red line during the hours of restriction.

3.19 There are various exemptions to red line restrictions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.

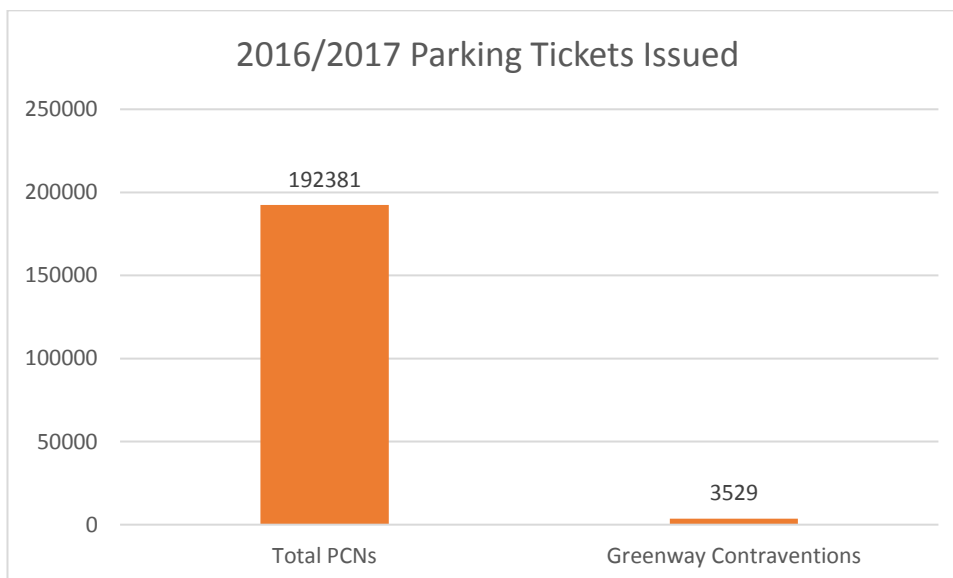
3.20 Figure 5 details the length of red line restrictions in Edinburgh.

Fig 5

Type	Length (m)
Double Red Lines	25,650
Single Red Lines	7,081
Greenways Total	32,731

3.21 Figure 6 details the number of PCNs issued for contravention code 46, 'Stopped where prohibited (on a Red Route or Clearway)' in 2016/17. Contravention code 46 is associated with PCNs issued to vehicles which have contravened Greenway prohibitions. As with the 02 contraventions, it can be difficult to issue a PCN as vehicles are often stopped for short periods with the driver nearby, meaning the vehicles are then driven away before the PCN is issued.

Fig 6



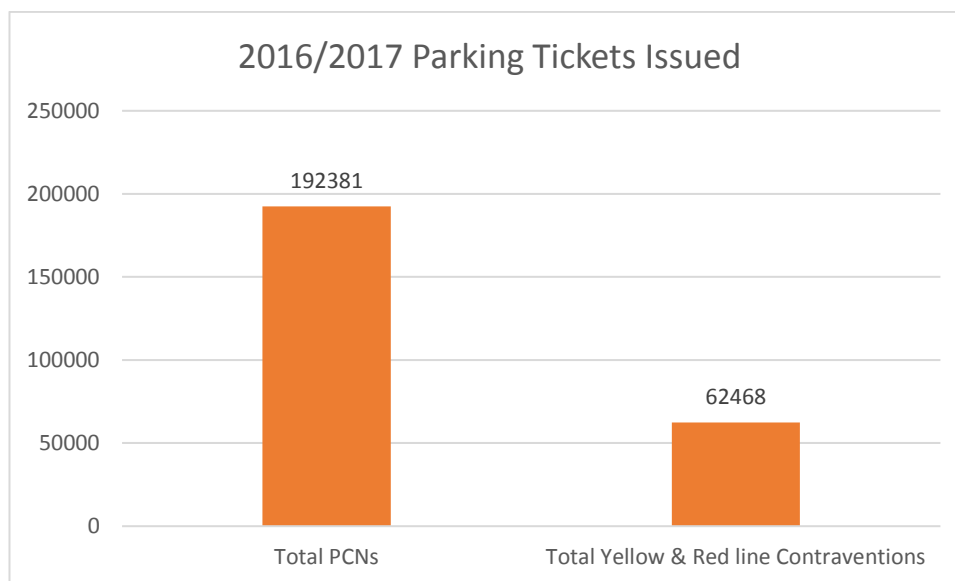
3.22 Figure 7 details that there are over 537 km of yellow and red line restriction in the city.

Fig 7

Restriction	Length (m)
Single Yellow Line (no loading prohibition)	129,001
Double Yellow Line (no loading prohibition)	184,105
Total Yellow Lines (no loading prohibition)	313,106
Single Yellow Line (one kerb marking – loading prohibition at specified time)	68,551
Double Yellow Lines (one kerb marking – loading prohibition at specified time)	12,092
Double Yellow Lines (two kerb markings – loading prohibition at all times)	111,383
Total Yellow Lines (with loading prohibition)	192,026
Greenways Double Red Lines	25,650
Greenways Single Red Lines	7,081
Total Red Lines	32,731
Total all Yellow and Red Line Restrictions	537,863

3.23 Figure 8 details the total number of PCNs issued in 2016/17 against these restrictions. 35% of all parking tickets were issued for contraventions related to yellow and red line restrictions, of those approximately 94% were issued on yellow line restrictions.

Fig 8

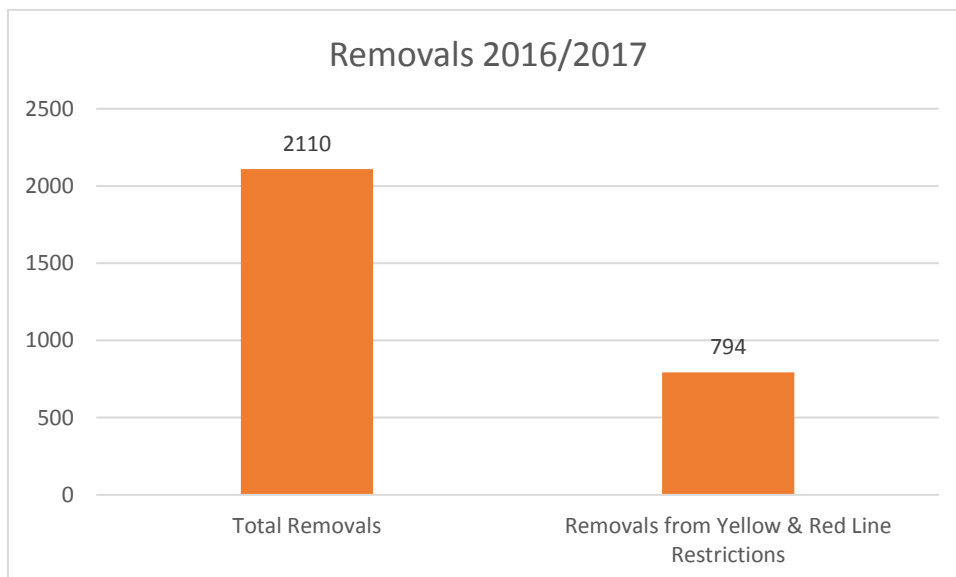


- 3.24 There are numerous different types of exemptions and restrictions associated with yellow and red lines in the city and PAs are fully trained on all aspects of enforcement of the restrictions.
- 3.25 Unfortunately, exemptions, dispensations and observation periods, allowing waiting on yellow and red lines, could lead to a perception that enforcement of the restrictions is not being carried out appropriately.
- 3.26 In order to improve understanding of yellow and red line restrictions PAs will continue advising customers on how best to achieve compliance. Parking Operations will also continue promoting the information available on the Council's website, including the parking protocol, keeping customers up to date on parking restrictions and how they are enforced.

Removals

- 3.27 Vehicles parked in contravention of the restrictions can be uplifted and removed to the car pound.
- 3.28 A list of priorities relating to the removal and relocation of vehicles can be found in Appendix 3. Please note that removals from single yellow lines, without loading prohibitions in place are considered to be a low priority as vehicles are often being loaded/unloaded, even if drivers are not seen during the observation period. While the O2 contravention is prioritised, given that most of the parking is short stay, vehicles are rarely lifted and instead are driven away before they can be removed.
- 3.29 Figure 9 details the number of vehicle removals in 2016/17. Over 37% of all removals were related to contraventions of yellow and red line restrictions.

Fig 9



Enforcement Resources Available

- 3.30 NSL has two operational bases in Edinburgh, one at Lower Gilmore Place and one at Broughton Market. The two bases are geographically situated in the south and north of the city, allowing for swift, targeted deployment across the whole city.
- 3.31 NSL also has a car pound, located in the north of the city which can deploy up to six removal trucks on a daily basis. The car pound can store up to 37 vehicles which have been removed for parking in contravention of the restrictions.
- 3.32 The deployment and shift patterns for all PAs, including Mobile PAs and Rapid Response are detailed in Appendix 4.
- 3.33 Under the current contract, it is clear that PAs cannot be in attendance at all locations where parking restrictions are in place, during all the hours of operation; there are over 33,000 parking places in Edinburgh and over 530km of yellow and red line restrictions to patrol. These resources are particularly stretched at morning and evening peak periods when main traffic routes and schools need to be enforced.

Key Performance Indicators (KPIs)

- 3.34 On street enforcement is primarily delivered through regular visits to streets with parking restrictions by PAs. The streets to be visited and the frequency of visits are specified in a schedule to the parking contract (see Appendix 5).
- 3.35 Street visit requirements can vary from eight visits per day, Monday to Saturday, in high priority city centre streets to once a week in low priority streets outside the CPZ.
- 3.36 Monitoring contract performance against the schedule of street visits is one of the Key Performance Indicators (KPIs) in the Parking Contract. In 2016/17, the contractor visited 99.85% of all specified streets to the approximately frequency against a KPI target of 99.20%. The KPI target has now increased to 99.40%.
- 3.37 In addition to set street visits and normal beats, requests for enforcement are often made at locations where there is a perceived problem relating to compliance with the parking restrictions. Requests for additional visits are logged and passed to NSL which deploys resources accordingly and reports back on any action taken. In cases where there is an acute issue which requires immediate action, the dedicated Rapid Response team will be deployed. An example of an additional street visit request log for November 2017 is in Appendix 6.
- 3.38 Enforcement of the parking restrictions is monitored by the contract team within the Parking Operations and Traffic Regulation team. NSL provide daily analysis of all KPIs to the Contract team and has formal weekly meetings with the Contract team to discuss performance and improvements in enforcement. Monthly meetings between NSL and the Parking and Traffic Regulation Manager, ensure that the KPIs are closely monitored and developed on a regular basis.

3.39 The contract for Decriminalised Traffic and Parking Enforcement in Edinburgh is based on the British Parking Associations' (BPA) model contract. The contract is nationally recognised by contractors and Local Authorities as a model of good practice for improving the quality of parking enforcement. The framework has now been taken on by our Collaborative Partners, the Highland Council and East Lothian Council.

Improving Parking in Edinburgh

- 3.40 NSL has two lining and signing squads deployed to maintain all lines and signs associated with parking restrictions in the city. We estimate that over £500,000 will be utilised in 2017/18 for lines and signs maintenance. Lines and signs maintenance is a significant part of the service provided by NSL, as enforcement action should only take place if the restrictions are correct.
- 3.41 The steadily increasing provision for lines and signs maintenance in the contract budget reflects the importance of maintenance, when trying to encourage compliance with the parking restrictions.
- 3.42 Improving accessibility to limited kerb side space is important to successfully encouraging compliance with the parking restrictions. If it is easier to park correctly, fewer motorists will risk parking inconsiderately on yellow and red line restrictions.
- 3.43 Throughout the lifespan of the current enforcement contract, Parking and Traffic Regulation will, through the use of constantly adapting and challenging KPIs, work with our parking contractor to improve compliance with the parking restrictions.
- 3.44 The nature of complaints has changed. Where most complaints used to be made by phone or e-mail, more and more people are now using social media. We are currently working with NSL, to employ a Social Media Manager, and hope to have someone in place in the next three months. The Social Media Manager will work for NSL but will liaise closely with the Council's media team, proactively monitoring social media channels to improve our reactivity and allow us to monitor and address issues.
- 3.45 Improving accessibility to parking places in the city through increased promotion of the successful RingGo cashless parking system.
- 3.46 Reviewing shift patterns to ensure that there are an adequate numbers of PAs on-street at the busiest times of the day.
- 3.47 Increasing enforcement for events/Festivals.
- 3.48 Utilising the PA's handheld computers to allow Parking Attendants to report other on-street issues to other departments in the Council, eg skips without permits.
- 3.49 Specific measures to improve parking in Edinburgh are included in the PAP, also at Committee today. These measures, some of which have already been delivered, will build on existing policies and work streams and include:
- 3.46.1 Proposals to introduce Sunday afternoon restrictions, roll out shared use parking places across the city and introduce visitors' permits in all areas.

- 3.46.2 Continually striving to improve customer's knowledge of parking restrictions and enforcement action. Information will continue to be provided and promoted through the Council's website. Parking and Traffic Regulation will work with colleagues in Place Development to improve road safety awareness and deliver the policies within the Local Transport Strategy.
- 3.46.3 Improving awareness of the many different restrictions, types of enforcement action that can be taken and the varied exemptions and dispensations allowed on yellow and red line restrictions to help ensure understanding compliance.
- 3.46.4 A Parking Enforcement Protocol, detailing all parking restrictions within Edinburgh, and the action that can be taken to enforce the restrictions, has been developed and approved to facilitate public knowledge of DPE in Edinburgh.
- 3.46.5 Managing CPZs and Priority Parking Areas (PPAs) by introducing a CPZ/PPA Protocol.

Transport Bill

- 3.50 Under the current contract, it is clear that PAs cannot be in attendance at all locations where parking restrictions are in place, during all the hours of operation; there are over 33,000 parking places in Edinburgh and over 530km of yellow and red line restrictions to patrol.
- 3.51 PAs are deployed on a priority basis and can be used to respond to requests for additional enforcement when needed. PAs are necessarily deployed to areas where permit holders expect enforcement and to main traffic routes at peak hours.
- 3.52 There was proposed legislation in the form of the Responsible Parking Bill which would increase the enforcement powers available to local authorities. The Responsible Parking Bill is no longer being considered and the Scottish Government are taking on such provisions from the previous Members' Bills as part of the Miscellaneous Transport Bill.
- 3.53 It is expected that a national ban on footway and double parking, without the need for additional lines and signs, will be introduced as part of the Transport Bill. There may also be options for CCTV enforcement at schools, where notices for parking on school keep clear markings can be issued by post in a similar manner to Bus Lane Charge Notices. However, at this stage it is unclear exactly what will be included in the Bill.
- 3.54 We have again lobbied for differential charging and a higher charge band as part of the recent Improving Parking in Scotland consultation and it is hoped that differential charging will be covered by the Transport Bill. PCN charge levels are set by the Scottish Government. In Edinburgh a PCN is issued at a charge of £60.00, which is discounted to £30.00 for prompt payment, regardless of what contravention the parking ticket has been issued for.

- 3.55 Council Officers will seek to continue working with stakeholders, MSPs, elected members and transport Scotland on developing and lobbying for the introduction of the Transport Bill.
- 3.56 One possible method to provide blanket enforcement, without expensive, unproductive deployment of resources, would be through using CCTV evidence. This type of enforcement has proved extremely controversial and the UK Government has recently passed legislation prohibiting the use of CCTV for general parking enforcement.
- 3.57 However, the UK Government supports CCTV enforcement outside schools during restricted hours, as this encourages compliance with the parking restrictions and improves road safety for all road users. We are hopeful that CCTV enforcement will be included within the Transport Bill.
- 3.58 Council Officers will seek to work with elected members, and the Road Safety team to continue to lobby Scottish Government to allow CCTV enforcement on restrictions relating to schools.
- 3.59 CCTV enforcement means that PAs do not need to be on street for a PCN to be issued and do not need to spend time recording details before issuing a PCN. The PCN is issued by post in a similar manner to the way Bus Lane Charge Notices are currently issued.

4. Measures of Success

- 4.1 The enforcement contract will continue to be managed using a set of dynamic, quality based KPIs. Achievement of these increasingly challenging KPIs will result in quality performance payments being made to the contractor.
- 4.2 The KPIs are renewed and generally made more challenging on at least an annual basis, meaning that the contractor's performance will have to improve throughout the contract's lifespan.
- 4.3 It is anticipated that the income generated within Parking and Traffic Regulation's revenue budgets will be maintained or increase throughout the lifespan of the current enforcement contract. This indicates that compliance will continue to improve through on street payments, permit payments and quality enforcement of the restrictions.
- 4.4 Through quality enforcement and maintenance of the parking restrictions, the delivery of the PAP, the use of innovative technology and lobbying the Scottish Government for changes to legislation, Parking and Traffic Regulation will improve accessibility to the city for all road users and maintain the economic vitality of the city.

5. Financial impact

- 5.1 There will be no changes to the income/spend as a result of this report. The Transport Bill may have financial implications when it is introduced.

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.
- 7.2 Enforcement of the parking restrictions and continued communication of how enforcement is carried out will improve accessibility for residents, businesses and visitors to the city, providing enhancements in terms of Individual, Family and Social Life, Age and Disability by helping people to park closer to their destinations or their homes.
- 7.3 Enforcement of the parking restrictions and continued communication of how enforcement is carried out will assist residents to participate in public life. Enforcement and communication improves access for all residents and visitors, helping to minimise the disadvantage for people with mobility difficulties or those with children. Enforcement of the parking restrictions and continued communication ensures that there is an equality of opportunity for all road users.
- 7.4 Protection measures for vulnerable groups have been included, ensuring that all personnel involved in the delivery of the contract have basic disclosure certification and suppliers will have appropriate procedures in place for dealing effectively with children and vulnerable adults.

8. Sustainability impact

- 8.1 The proposals in this report are not expected to impact negatively on carbon emissions. The continued enforcement of parking restrictions will encourage people not to park incorrectly and to consider their parking options. It is considered that without proper enforcement carbon emissions would increase greatly and to a level above those produced from enforcement activities;
- 8.1.1 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts. Without effective parking controls and enforcement, incorrectly parked vehicles would slow down public transport and this could encourage more people to use their private vehicles; and
- 8.1.2 It is possible that future improvements to the provision of parking enforcement could have beneficial impacts on carbon emissions.
- 8.2 The impacts of this report in relation to the duty on sustainability have been considered and the outcomes are summarised below.
- 8.2.1 The proposals in this report are not expected to impact negatively on social justice. The enforcement of parking restrictions ensures that; disabled persons' parking places are used correctly, ensures clear access to public transport stops, improves road safety by removing dangerously parked vehicles from junctions and encourages walking and cycling in the city. Good access to transport helps reduce the negative effects of social exclusion.
- 8.2.2 The proposals in this report are not expected to impact negatively on economic wellbeing. Parking enforcement ensures that there are good parking opportunities outside local businesses for their customers and for their deliveries. Parking permits are also available for local businesses to help them operate efficiently and enforcement keeps places free for their use and not occupied all day by vehicles which do not contribute to the local economy. Enforcement also ensures that trams can run effectively such as removing incorrectly parked vehicles. The Tram is a significant economic link between the airport, Edinburgh Park, Haymarket and the city centre.
- 8.2.3 The proposals in this report are not expected to impact negatively on the city's environmental good stewardship.

9. Consultation and engagement

- 9.1 This report details the provision of Decriminalised Traffic and Parking Enforcement in Edinburgh and was written as a result of an intervention by Councillor David Key.
- 9.2 There was no need for any further consultation with any other stakeholder.

10. Background reading/external references

- 10.1 Item 7.5 Decriminalised Traffic and Parking Enforcement in Edinburgh heard by the transport and Environment Committee on 17 March 2015.

Paul Lawrence

Executive Director of Place

Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

Appendix 1 - Map of Special Parking Area

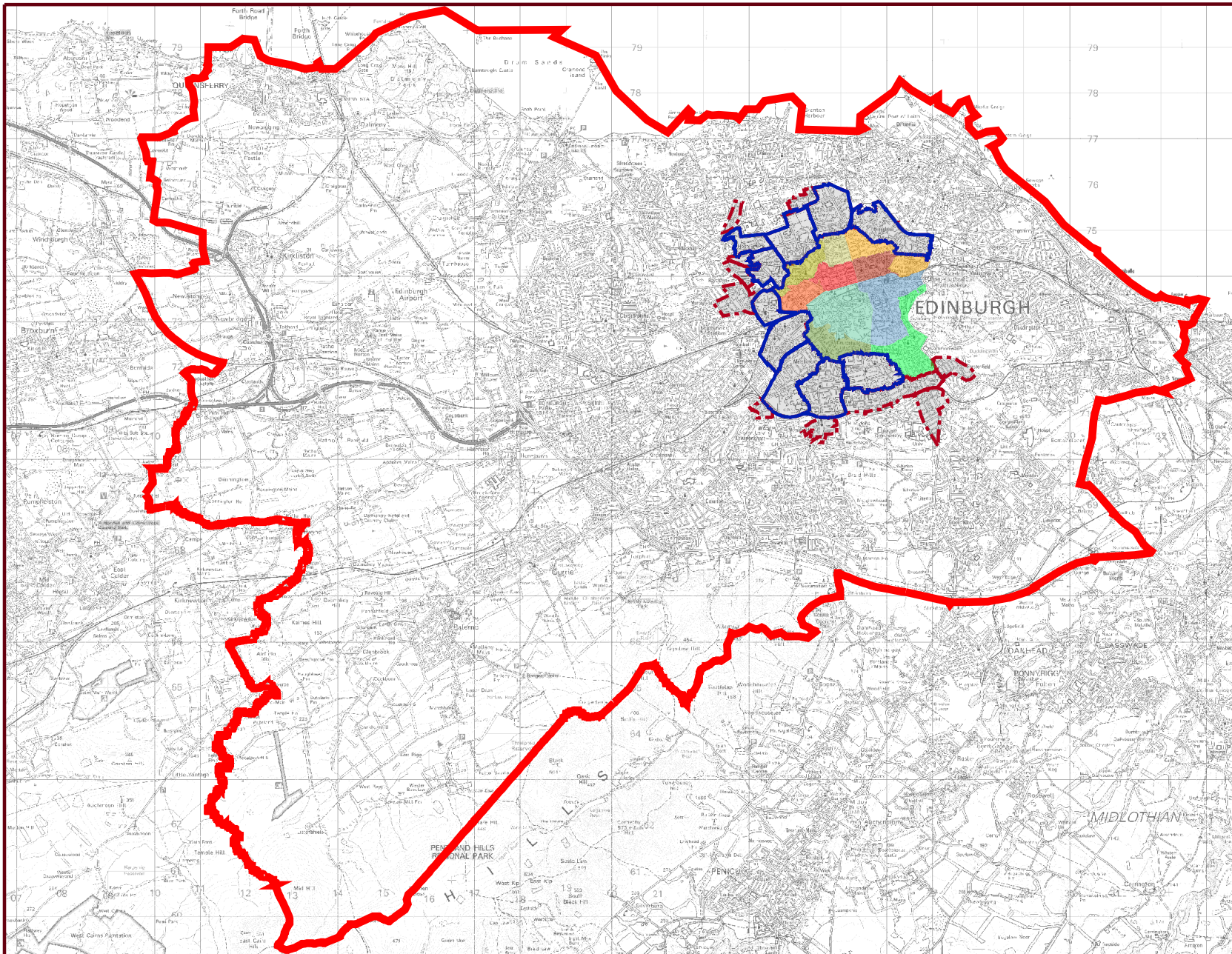
Appendix 2 - Map showing hours of restriction

Appendix 3 - Vehicle Removal Priorities

Appendix 4 - PA deployment and shift patterns

Appendix 5 - Street Visits

Appendix 6 - Additional Street Log



NOTES

Red line = City of Edinburgh Council boundary
Central Zones = CPZ Areas



Produced using
 Smallworld GIS

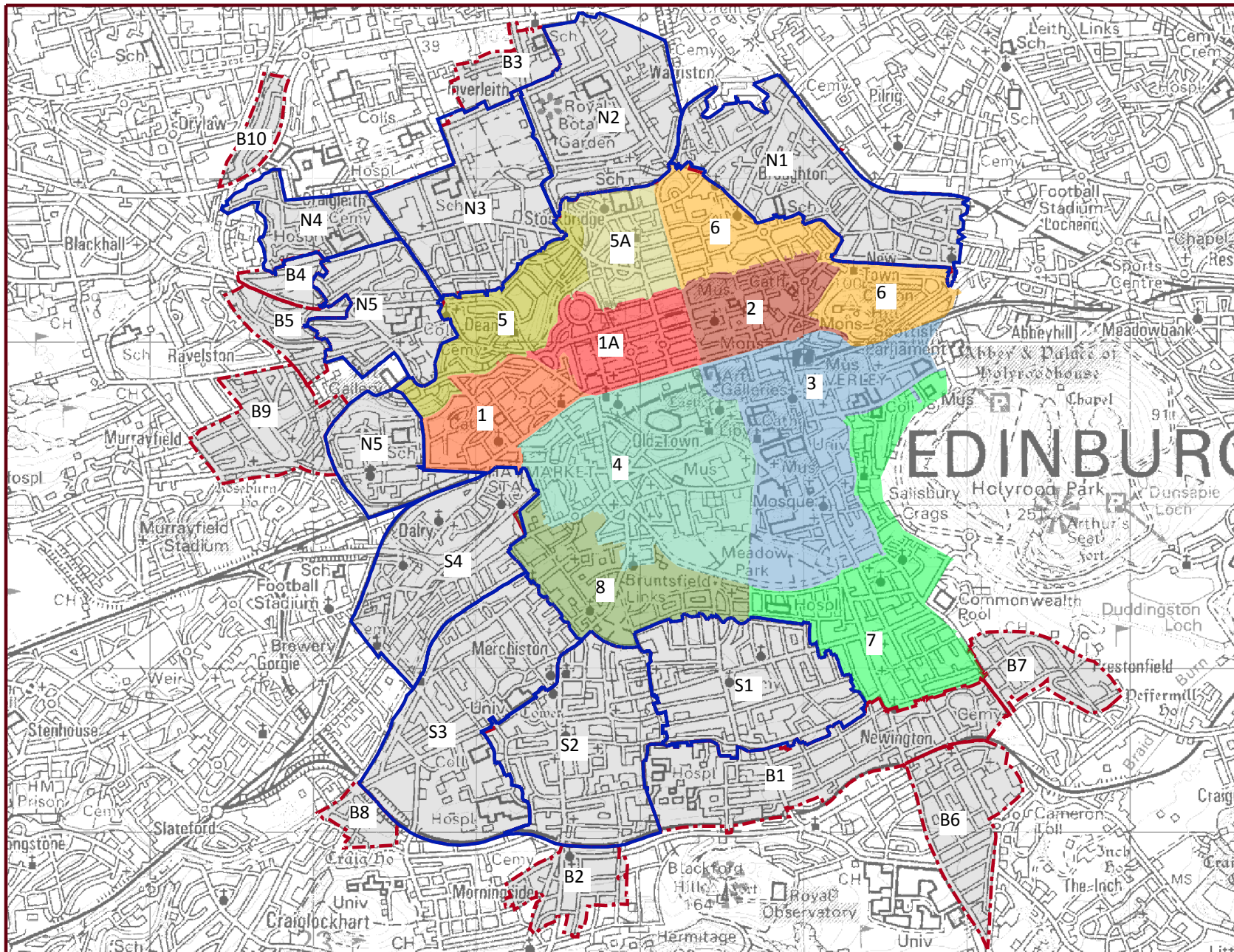
Appendix 1.
 Map of Special Parking Area

Scale: 1:122410



The material contained in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of HMSO, Crown Copyright.

DATE: 08/02/2018



NOTES

Central Controlled Zones:

1, 1A, 2, 3, 4

SYL hours of restriction
(Indicated by Zone Entry Time Plate):

Monday - Saturday
8.30am - 6.30pm

Peripheral and Extended Controlled Zones:

5, 5A, 6, 7, 8, N1, N2, N3, N4,
N5, S1, S2, S3, S4

SYL hours of restriction
(Indicated by Zone Entry Time Plate):

Monday - Friday
8.30am - 5.30pm

Priority Parking Areas:

B1, B2, B3, B4, B5, B6, B7, B8,
B9, B10

SYL hours of restriction
(Indicated by Individual Time Plate)



Produced using Smallworld

CPZ Restrictions
Prevailing SYL Hours

Scale: 1:34180



The material contained in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of HMSO, Crown Copyright.

Date: 08/02/2018

VEHICLE REMOVALS PRIORITIES

Vehicles can be removed if they are parked in contravention of the regulations, irrespective of the actual contravention committed. The Council does, however, prioritise vehicles for removal in the following order:

Priority	Manner of Parking
HIGH	Where the vehicle presents a risk to safety and/or is obstructing traffic flow, such as Greenways and Bus Stop Clearways.
	Persistent Evaders
	Applies to all vehicles with 5 or more open tickets on the High Value Debtor list. For all persistent evaders with a monetary value of £500 or more awaiting payment, in such circumstances, there is no restriction on the number of times a vehicle can be impounded. This should continue until the monetary value is reduced to £150 or until otherwise advised by Parking Services.
	Foreign Vehicles
MEDIUM	Applies to all foreign vehicles with 5 or more open tickets on the High Value Debtor list
	Where the vehicle is parked in a disabled bay without displaying a valid blue badge
	Where the vehicle is parked in a permit parking bay without displaying a valid permit * (see note below)
	Where the vehicle is parked on a double yellow line when loading or unloading is prohibited ** (see note below)
	Where the vehicle is parked on a single yellow line when loading or unloading is prohibited ** (see note below)
	Where the vehicle is parked in a bay for which it is not designed or approved, e.g. motor cycle or Car Club bays
	Where a vehicle is parked on a length of street where loading and unloading is prohibited due to a Temporary Traffic Regulation Order (TTRO) and Suspended Bays
	Where a vehicle is parked on a double yellow line, outwith any loading prohibition (arrangements must be made to remove the offending vehicle on the same day the PCN is issued)
Where the vehicle is parked in a public parking bay upon issue of the 2 nd PCN for the same contravention.	
LOW	Where the vehicle is parked in a limited waiting bay, or on a waiting restriction (e.g. single yellow line or loading bay) where loading is permitted but the vehicle is not being loaded or unloaded, the vehicle should not be removed until 1 hour has elapsed since the issue of the PCN.

* Where a vehicle is parked in a permit bay, solo motorcycle bay or on a waiting restriction, but is also displaying a valid voucher, it should not be removed until 15 minutes after the voucher has expired (**unless the vehicle belongs to a persistent offender**).

Non City Car Club vehicles parked in Car Club Bays should be removed immediately regardless of the fact that it may be displaying a valid voucher.

** For vehicles issued with a Penalty Charge Notice (PCN) for an 02, arrangements to be made to remove the offending vehicle prior to the offence changing to a 01 offence.

Appendix 4 Enforcement Deployment Patterns

	Oct-17	Oct-17	Oct-14	Oct-14	Feb 14 - Sept 14	Feb 14 - Sept 14
Broughton Market North Base						
Early Shift	0800-1700	18	0800-1700	18	0800-1700	19
Middle Shift	0945-1845	12	0945-1845	12	0945-1845	13
Late Shift	1200-2300	5	1430-2330	5	1430-2330	5
Night Shift	1830-0630	0	1830-0630	0	1830-0630	0
Lower Gilmore Place (LGP) South Base						
Early Shift	0800-1700	15	1800-1700	15	1800-1700	18
Middle Shift	0945 - 1845	12	0945-1845	12	0945-1845	14
Mobile						
Mobile Early Shift	0700-1600	5	0800-1700	5	0800-1700	4
Mobile Middle Shift	0945-1845	5	0945-1845	5	0945-1845	4
Rapid Response						
Rapid Response Early Shift	0700-1600	1	0700-1600	1	0700-1600	0
Rapid response Middle Shift	0945-1845	1	1400-1845	1	1400-1845	0
Total Deployment Monday-Friday		74		74		77
Saturday						
Broughton Market North Base						
Early Shift	0800-1700	8	0800-1700	8	0800-1700	10
Middle Shift	0945-1845	8	0945-1845	8	0945-1845	7
Late Shift	1200-2300	5	1430-2330	5	1430-2330	5
Night Shift	1830-0630	0	1830-0630	0	1830-0630	0
Lower Gilmore Place (LGP) South Base						
Early Shift	0800-1700	6	0800-1700	6	0800-1700	7
Middle Shift	0945-1845	6	0945-1845	6	0945-1845	7
Mobile						
Mobile Early Shift	0700-1600	3	0700-1600	3	0700-1600	2
Mobile Middle Shift	0945-1845	3	0945-1845	3	0945-1845	2
Rapid Response						
Rapid Response Early Shift	0700-1600	1	0700-1600	1	0700-1600	0
Total Deployment Saturday		40		40		40
Sunday						
Middle Shift	0945-1845	6	0945-1845	6	0945-1845	5
Late Shift	1200-2300	5	1430-2330	5	1430-2330	5
Night Shift	1830-0600	0	1830-0630	0	1830-0630	0
Total Deployment Sunday		11		11		10

Visit Area Code	Street Type	Description	Visit Requirements				Weekly/Monthly Visits	
			Daily Mon-Fri	Daily Visits Saturday	Sunday	Weekly Weekday Visits	Weekly Weekend Visits	Monthly Weekday Visits
1	Main Traffic Routes	High Priority	2 visits per day during peak hours (0730-0915 and 1530-1830)	2 visits per day during peak hours (0730-0915 and 1530-1830)				
2	Greenways	High Priority	2 visits per day between peak hours 4 visits per day (0730-1830)	1 visit per day between peak hours 2 visits per day (0830-1830)				
3a	Central CACZ	High Priority	4 visits between 0830-1330 4 visits between 1330-1830 2 visits between 0830-1330 2 visits between 1330-1830	4 visits between 0830-1330 4 visits between 1330-1830 2 visits between 0830-1330 2 visits between 1330-1830		1 visit btwn 1830 - 2200		
3b	Central CACZ	Medium Priority	1 daily 1 daily	1 visit			2 visits btwn 1830 - 2200	
3c	Central CACZ	Low Priority					1 visit btwn 1830 - 2200	
4	Peripheral CACZ	High/Low Priority					1 visit btwn 1730 - 2100	
5	Extended CPZ	High/Low Priority					1 visit btwn 1730 - 2200	
6a	Priority Parking B1		1 daily between 1000 - 1130					
6b	Priority Parking Area B2		1 daily between 1330 - 1500					
6c	Priority Parking Area B3		1 daily between 1000-1130					
6d	Priority Parking Area B4		1 daily visit between 1130-1300					
6e	Priority Parking Area B5		1 daily visit between 1100 - 1200					
6f	Priority Parking Area B6		1 daily visit between 0930- 1100					
6g	Priority Parking Area B7		1 daily visit between 1230-1400					
6h	Priority Parking Area B8		1 daily visit between 1330-1500					
6i	Priority Parking Area B9		1 daily visit between 1330-1500					
6j	Priority Parking Area B10		1 daily visit between 1330-1500					
7a	Outside CACZ	High Priority						
7b	Outside CACZ	Low Priority	1 visit				1 visit	
8	Team Routes in CPZ	High Priority	2 visits per day during peak hours (0730-0915 and 1530-1830)	2 visits per day during peak hours (0730-0915 and 1530-1830)				
9a	School Restrictions	High Priority	2 weekly visits start or finish times 0815-0900 or 1445 -1530	1 visit per day between peak hours				
9b	School Restrictions	Medium Priority	1 weekly visit start or finish times 0830-0900 or 1515 -1545 (or 1145-1230 on Fridays)					
9c	School Restrictions	Low Priority						2 monthly start or finish times 0815-0900 or 1445-1530
10	Problem Streets	High Priority	As required (response team)	As required (response team)	As required (mobile team)			

Visit 1 Main Traffic Routes

Bank Street
Bellevue
Bread Street
Brighton Place
Bristo Place
Broughton Street
Bruntsfield Place
Buccleuch Street
Canonmills
Causewayside
Chapel Street
Charlotte Square
Clerk Street
Coburg Street
Comiston Road
Constitution Street
Craigmillar Park
Dalkeith Road
Dean Bridge
Dewar Place
Duke Street
Dundee Street
East Fountainbridge
Easter Road
Ferry Road
Forrest Road
Fountainbridge
Frederick Street
George IV Bridge
Gilmerton Road
Gilmore Place
Granville Terrace
Great Junction Street
Hanover Street
Hillhouse Road
Hope Park Crescent
Hope Street
Huntly Street
Inverleith Row
Lauriston Place
Liberton Gardens
London Road
Lothian Street
Mansfield Place
Mayfield Gardens
Mayfield Road
Mehville Place
Minto Street
Montrose Terrace
Morningside Road
Morrison Street
Mound
Newington Road
Nicolson Street
North Bank Street
North Bridge
North Charlotte Street
Pleasance
Polwarth Gardens
Ponton Street
Portobello High Street
Potterrow
Princes Street
Queen Street
Queensferry Road
Queensferry Street
Randolph Cliff
Ratcliffe Terrace
Rodney Street
Sample Street
South Bridge
South Charlotte Street
South Clerk Street
St Leonard's Street
St Patrick Street
Summerhall
Teviot Place
Thornycroft
Torphichen Street
Waterloo Place
West Port
West Tollcross
Willowbrae Road
York Place

Visit 2 Greenways

Lothian Road
Haymarket Terrace
Wester Coates
Roseburn
Glasgow Road
Corstophine Road
St Johns Road
Leith Walk
Slateford Road
Dalry Road
Gorgie Road
Calder Road

Visit 3

3a Central CACZ High Enforcement

Castle Street
George Street
Glenfinlas Street
Hill Street
North Castle Street
North St David Street
South St Andrew Street
St Andrew Square
Thistle Street
Young Street

3b Central CACZ Medium Enforcement

Cathedral Lane
Elder Street
Hill Street Lane North
Hill Street Lane South
Hope Street Lane
Little King Street
Meuse Lane
North St Andrew Lane
North St Andrew Street
Register Place
Rose Street North Lane
Rose Street South Lane
St Colme Street
St James Place
Thistle Street Lane North East
Thistle Street Lane North West
Thistle Street Lane South East
Thistle Street Lane South West
West Register Street
West Register Street Lane
Young Street Lane North
Young Street Lane South

3c Central CACZ Low Enforcement

Abbey Strand
Abbeyhill
Abbeyhill Crescent
Abercromby Place
Ainslie Place
Albany Street
Altyn Place
Alva Street
Atholl Crescent
Atholl Crescent Lane
Bakelhouse Close
Blackfriars Street
Blair Street
Boroughloch
Boyd's Entry
Brighton Street
Bristo Port
Brougham Place
Brougham Street
Broughton Street Lane
Brown's Close
Buccleuch Place
Buccleuch Terrace
Calton Hill
Calton Road
Cambridge Street
Candlemaker Row
Canning Street
Canning Street Lane
Canongate
Castle Terrace
Castlehill
Chalmers Street
Chambers Street
Charles Street
Charlotte Lane
Chessel's Court
Chester Street
Chuckles Pend
Coates Crescent
Coates Gardens
Cockburn Street
Cornwall Street
Cowan's Close
Cowgate
Cranston Street
Crichton Street
Darnaway Street
Davie Street
Dewar Place Lane
Douglas Crescent
Douglas Gardens
Drumrynan Street
Drummond Street
Drumshugh Gardens
Drumshugh Place
Dublin Street
Dublin Street Lane South
Dunbar Street
Dundas Street
East Adam Street
East Crosscauseway
Eglington Crescent
Forbes Street
Forrest Hill
Forth Street
Gardner's Crescent
George Square
George Square Lane
Gibb's Entry
Gifford Park
Gilmour Street
Gladstone Court
Gladstone's Court
Glen Street
Glencairn Crescent
Glenyle Terrace
Grassmarket
Great Stuart Street
Greenside Lane
Greenside Row
Grindley Street
Grosvenor Crescent
Grosvenor Gardens
Grosvenor Street
Grove Street
Gullan's Close
Gullan's Close
Guthrie Street
Haddon's Court
Haddon's Court
Hardwell Close
Heriot Bridge
Heriot Place
Heriot Row
High Riggs
High School Yards
Hill Street
Hill Place
Holyrood Road
Horse Wynd
Howden Street

3c Central CACZ Low Enforcement (continued)

Infirmity Street
Jeffrey Street
Johnston Terrace
Kell Street
King's Stables Lane
King's Stables Road
Lady Lawson Street
Lansdowne Crescent
Lauriston Gardens
Lauriston Park
Lauriston Street
Leven Terrace
Lochend Close
Lochrin Place
Lochrin Terrace
Longstone Terrace
Lonsdale Terrace
Lynedoch Place
Lynedoch Place Lane
Magdala Crescent
Magdala Mews
Manor Place
Market Street
Marshall Street
Marshall's Court
Marshall's Court
Marshall's Court
Meadow Lane
Melville Crescent
Melville Drive
Melville Street
Melville Street Lane
Merchant Street
Montague Street
Moray Place
Mound Place
New Johns Place
New Skinner's Close
New Street
Nicolson Square
Niddy Street
Niddy Street South
Old Fishmarket Close
Old Tolbooth Wynd
Palmerston Place
Palmerston Place Lane
Pannure Place
Parliament Square
Picardy Place
Port Hamilton
Port Hamilton (no 3)
Queen Street Gardens East
Queen Street Gardens West
Queensferry Street Lane
Ramsay Garden
Ramsay Lane
Randolph Crescent
Randolph Lane
Randolph Lane
Randolph Place
Rankeloor Street
Richmond Place
Rosebank Cottages
Rosebank Cottages
Rosebery Crescent
Rosebery Crescent Lane
Rothsay Mews
Rothsay Place
Rothsay Terrace
Roxburgh Place
Roxburgh Street
Rutland Square
Rutland Street
Simon Square
South College Street
Spittal Street
St Giles Street
St John Street
St Mary's Street
St Ninian's Row
St Patrick Square
Stafford Street
Sugarhouse Close
Sugarhouse Close
The Mall
Tron Square
Union Street
Upper Bow
Valleyfield Street
Victoria Street
Walker Street
Waverley Bridge
Wemys Place
Wemys Place Mews
West Adam Street
West Bow
West College Street
West Nicolson Street
West Richmond Street
William Street
William Street North East Lane
William Street North West Lane
William Street South East Lane
William Street South West Lane
York Lane

Visit 4 Peripheral CP2

Admiral Terrace
Airlie Place
Albany Lane
Albany Street Lane
Alfred Place
Ann Street
Ann's Court
Ann's Court.
Argyle Park Terrace
Argyle Place
Barclay Place
Barclay Terrace
Barony Place
Barony Street
Belford Mews
Belford Park
Belford Park
Belford Park
Belford Place
Belford Road
Belford Road
Belgrave Crescent
Belgrave Crescent Lane
Belgrave Place
Bell's Brae
Bellevue Crescent
Bernard Terrace
Blacket Avenue
Blacket Place
Blackwood Crescent
Blenheim Place
Bowmont Place
Brandfield Street
Brandon Terrace
Briery Bauks
Broughton Market
Broughton Place
Broughton Place East
Broughton Place Lane
Brown Street
Brunton Place
Bruntsfield Crescent
Bruntsfield Terrace
Buckingham Terrace
Canon Lane
Canon Street
Carlton Street
Carlton Terrace
Carlton Terrace
Carlton Terrace Brae
Carlton Terrace Lane
Carlton Terrace Mews
Circus Gardens
Circus Lane
Clarence Street
Clarendon Crescent
Cochran Terrace
Comely Bank
Comely Bank Road
Cornwallis Place
Cumberland Street

Cumberland Street North East Lane
Cumberland Street North West Lane
Cumberland Street North West Lane
Cumberland Street South East Lane
Cumberland Street South West Lane
Cumberland Street South West Lane
Damside
Danube Street
Dean Bank Lane
Dean Park Crescent
Dean Path
Dean Street
Dean Terrace
Deanhaugh Street
Doone Terrace
Drummond Place
Dryden Place
Dublin Meuse
Dublin Street Lane North
Dumbiedykes Road
Duncan Street
Dundonald Street
East London Street
East Mayfield
East Newington Place
East Parkside
East Preston Street
Elm Row
Eton Terrace
Eyre Crescent
Eyre Place
Eyre Terrace
Fettes Row
Findhorn Place
Fingal Place
Forbes Street
Gayfield Place Lane
Gayfield Square
Gayfield Street
Gayfield Street Lane
Gillespie Crescent
Gillespie Street
Gilmore Park
Gladstone Terrace
Glenogle Road
Gloucester Lane
Gloucester Place
Gloucester Square
Gloucester Street
Grange Court
Grange Loan
Great King Street
Halles Street
Hamilton Place
Hart Street
Haugh Street
Hawthornbank Lane
Henderson Place
Henderson Place Lane
Henderson Row
Hermits Croft

Holyrood Park Road
Hope Park Terrace
Howe Street
India Street
Jamaica Street
Jamaica Street North Lane
Jamaica Street South Lane
Jamaica Street West
Kerr Street
Leamington Road
Leamington Terrace
Learmonth Terrace
Lennox Street
Lennox Street Lane
Leopold Place
Leslie Place
Livingstone Place
Logan Street
London Street
Lord Russell Place
Lower Gilmore Place
Lutton Place
Mackenzie Place
Malta Terrace
Marchmont Crescent
Marchmont Street
Mayfield Terrace
Meadow Place
Melville Terrace
Middleby Street
Millerfield Place
Moncrieff Terrace
Munro Place
Nelson Street
New Arthur Place
New Broughton
North East Circus Place
North West Circus Place
Northumberland Place
Northumberland Place Lane
Northumberland Street
Northumberland Street North West Lane
Northumberland Street South East Lane
Northumberland Street South West Lane
Old Broughton
Oxford Street
Oxford Terrace
Parkside Terrace
Perth Street
Raeburn Place
Regent Road
Regent Terrace
Regent Terrace Mews
Richmond Terrace
Rillbank Crescent
Roseneath Place
Roseneath Street
Roseneath Terrace
Royal Circus
Royal Crescent

Royal Terrace
Royal Terrace Mews
Salisbury Place
Salisbury Road
Saunders Street
Saxe-coburg Place
Saxe-coburg Street
Sciennes
Sciennes Gardens
Sciennes Hill Place
Sciennes House Place
Sciennes Place
Sciennes Road
Scotland Street
Scotland Street Lane East
Sienna Gardens
South East Circus Place
South Gayfield Lane
South Gray Street
South Oxford Street
Spence Street
Spottiswoode Street
St Bernard's Crescent
St Bernard's Row
St Catherine's Place
St John's Hill
St Leonard's Bank
St Leonard's Lane
St Stephen Place
St Stephen Street
St Vincent Street
Summer Bank
Summerhall Place
Summerhall Square
Summerside Street
Sunbury Mews
Sunbury Place
Sylvan Place
Terrars Croft
Upper Dean Terrace
Upper Gilmore Place
Upper Gray Street
Upper Grove Place
Viewcraig Gardens
Viewcraig Street
Viewforth
Viewforth Gardens
Viewforth Square
Viewforth Terrace
Warrender Park Crescent
Warrender Park Road
Warrender Park Terrace
West Mayfield
West Mill Lane
West Newington Place
West Norton Place
West Preston Street
West Silvermills Lane
Westhall Gardens
Wright's Houses

Visit 5 Extended CPZ

Arboretum Place
Arden Street
Ardmillan Place
Balbirnie Place
Beaufort Road
Beaverbank Place
Beaverhall Road
Belford Avenue
Belford Gardens
Bellevue Gardens
Bellevue Grove
Bellevue Place
Bellevue Road
Bellevue Street
Bellevue Terrace
Blackford Road
Blantyre Terrace
Boat Green
Borthwick Place
Braid Avenue
Broughton Road
Brunswick Road
Brunswick Street
Brunswick Terrace
Brunton Terrace
Bruntsfield Gardens
Caledonian Place
Caledonian Road
Cathcart Place
Chalmers Crescent
Church Hill
Claremont Bank
Claremont Crescent
Claremont Grove
Cluny Avenue
Cluny Place
Cluny Terrace
Comely Bank Street
Craigleith Hill Gardens
Craigleith Hill Green
Craigleith Hill Grove
Craigleith Hill Loan
Craigleith Hill Park
Craigleith Hill Row
Cumin Place
Dalrymple Crescent

Dick Place
Downfield Place
Dunedin Street
East Claremont Street
Eden Lane
Edina Street
Elgin Street
Elgin Terrace
Ettrick Grove
Ettrick Loan
Ettrick Road
Ettrickdale Place
Falcon Gardens
Falcon Road
Forbes Road
Gillsland Road
Grange Crescent
Grange Road
Green Street
Greenhill Gardens
Greenhill Place
Greenhill Terrace
Hampton Place
Harden Place
Hartington Gardens
Hartington Place
Hatton Place
Heriothill Terrace
Hillside Crescent
Hillside Street
Hope Terrace
Hopetoun Crescent
Hopetoun Street
Howard Place
Howard Street
Huntingdon Place
Inverleith Avenue South
Inverleith Place
Inverleith Place Lane
Inverleith Terrace Lane
Kilgraston Road
Lauder Road
Lauderdale Street
Laurel Terrace
Learmonth View
Liddesdale Place

Logie Green Gardens
Logie Green Loan
Logie Green Road
Mansionhouse Road
Marchmont Road
Mardale Crescent
McDonald Place
McDonald Road
McNeill Street
Melgund Terrace
Merchiston Avenue
Merchiston Bank Avenue
Merchiston Bank Gardens
Merchiston Crescent
Merchiston Gardens
Merchiston Mews
Merchiston Park
Merchiston Place
Mertoun Place
Mid Gillsland Road
Millar Place
Monmouth Terrace
Montgomery Street
Montgomery Street Lane
Montpelier
Montpelier Park
Montpelier Terrace
Morningside Terrace
Murieston Crescent
Murieston Crescent Lane
Murieston Lane
Murieston Place
Murieston Terrace
Napier Loan
Napier Road
Orchard Bank
Orchard Brae Gardens
Orchard Brae Gardens West
Orchard Brae West
Orchard Grove
Orchard Place
Orchard Terrace
Orwell Place
Palmerston Road
Pitsligo Road

Polwarth Crescent
Polwarth Grove
Polwarth Park
Polwarth Place
Polwarth Terrace
Ravelston Dykes
Ravelston Place
Rochester Terrace
Seton Place
South Ettrick Road
South Gillsland Road
South Learmonth Avenue
Spottiswoode Road
Springvalley Terrace
Springwell Place
St Margaret's Road
Strathearn Place
Strathearn Road
Strathfillan Road
Summer Place
Tanfield
Tantallon Place
Temple Park Crescent
Thirlestane Road
Thistle Place (mews 706)
Warriston Avenue
Warriston Grove
Warriston Place
Warriston Road
Warriston Terrace
Wellington Street
West Annandale Street
West Bryson Road
West Catherine Place
West End Place
West Montgomery Place
West Park Place
West Stanhope Place
Wester Coates Avenue
Wester Coates Gardens
Wester Coates Road
Wester Coates Terrace
Windsor Street
Windsor Street Lane
Woodburn Terrace

Visit 6 Priority Parking Areas

6a PPA B1
Mortonhall Road
West Relugas Road
Cobden Road
South Oswald Street
Burgess Terrace
McLaren Road
Glenisla Gardens
Fountainhall Road
Mentone Terrace
Mayfield Gardens
St Albans Road
Relugas Road
Grange Terrace
Blackford Avenue
Ventnor Terrace
Queen's Crescent
Moston Terrace
South Lauder road
Relugas Gardens
Glenorchy Terrace
Trotter Haugh
Bright's Crescent
Findhorn Place

6b PPA B2
Braid Avenue
Braid Crescent
Braid Road
Cluny Drive
Cluny Gardens
Comiston Gardens
Comiston Place
Comiston Road
Comiston Terrace
Corrennie Drive
Corrennie Gardens
Dalhouse Terrace
Ethel Terrace
Hermitage Gardens
Morningside Drive

6c PPA B3
Arboretum Road
Kinnear Road

6d PPA B4
Craigeith Road
Orchard Crescent
Orchard Drive
Queensferry Road

6e PPA B5
Blinkbonny Avenue
Blinkbonny Gardens
Blinkbonny Grove
Blinkbonny Grove West
Blinkbonny Road
Craigeith Drive
Crarae Avenue
Orchard Road South
Orchard Toll
Queensferry Road
Ravelston Dykes

6f PPA B6
Blackbarony Road
Craigmillar Park
Crawfurd Road
East Savile Road
East Suffolk Road
Eslemount Road
Gilmour Road
Gordon Terrace
Granby Road
Hallhead Road
Lygon Road
Mayfield Road
Ross Road
Savile Terrace
Suffolk Road
West Savile Road

6g PPA B7
Dalkeith Road
Kilmaurs Road
Kilmaurs Terrace
Kirkhill Drive
Kirkhill Gardens
Kirkhill Road
Kirkhill Terrace
Marchhall Crescent
Marchhall Place
Marchhall Road
Priestfield Avenue
Priestfield Crescent
Priestfield Gardens
Priestfield Grove
Priestfield Road
Priestfield Road North

6h PPA B8
Craiglockhart Terrace
Meggetland Terrace
Colinton Road

6i PPA B9
Abinger Gardens
Coltbridge Avenue
Coltbridge Terrace
Coltbridge Vale
Corstorphine Road
Garscube Terrace
Henderland Road
Kingsburgh Road
Murrayfield Avenue
Murrayfield Drive
Murrayfield Gardens
Murrayfield Place
Murrayfield Road
Ormidale Terrace
Succoth Avenue
Succoth Gardens
Succoth Place
Upper Coltbridge Terrace

6j PPA B10
Telford Drive
Telford Road
Telford Gardens
Telford Place

Visit 7

7a Outside CPZ - High Enforcement

Ashley Terrace
City Park
Corbiehill Road
Corstorphine High Street
Crewe Road North
Crewe Road South
High Street South Queensferry
Kingston Avenue
Lasswade Grove
Lochend Road
Lochend Road South
Milton Road
Newhaven Road
North Junction Street
Old Dalkeith Road
Porterfield Road
Redheughs Avenue

7b Outside CPZ - Low Enforcement

Abbey Street
Academy Street
Albert Street
Allan Street
Balfour Street
Bankhead Avenue
Bankhead Drive
Bath Street
Belhaven Terrace
Bellfield Street
Bernard Street
Blackford Avenue
Braid Road
Bright's Crescent
Buchanan Street
Burgess Street
Carpet Lane
Casselbank Street
Chesser Avenue
Cluny Drive
Cluny Gardens
Coltbridge Avenue
Comiston Drive
Comiston Gardens
Comiston Place
Comiston Springs Avenue
Commercial Street
Couper Street
Craighall Crescent
Craighall Road
Craiglea Drive
Craigleith Rise
Craigour Drive

Craigour Green
Craigour Place
Dalgety Avenue
Dalgety Road
Dalgety Street
Dickson Street
Drum Brae North
Drum Brae South
Drum Street
Dudley Avenue
Duncan Place
East Hermitage Place
East Trinity Road
Edinburgh Road
Edinburgh Road.
Elbe Street
Figgate Street
Fishwives Causeway
Fountainhall Road
Gordon Street
Gorgie Park Close
Gorgie Park Road
Granton Road
Harrison Gardens
Hawthorn Bank
Henderson Street
Hutchison Crossway
Inglis Green Road
Iona Street
Jane Street
Junction Place
Kilmaurs Road
Kilmaurs Terrace

Kirk Loan
Kirk Street
Lanark Road
Lanark Road West
Liberton Brae
Liberton Drive
Longstone Road
Lower Granton Road
Lower London Road
Madeira Place
Madeira Street
Main Street Davidson Mains
Manse Street
Marchhall Crescent
Marchhall Place
Marchhall Road
Mentone Avenue
Mentone Gardens
Mentone Terrace
Milton Street
Murrayburn Gate
Myreside Road
North Fort Street
Northfield Broadway
Norton Park
Ogilvie Terrace
Orchardfield Avenue
Oswald Road
Pilrig Street
Portobello Road
Quality Street
Queen Charlotte Street
Regent Street

Visit 8 Tram Routes in CPZ

Haymarket Terrace
West Mautland Street
Shandwick Place
Princes Street
South St Andrew Street
North St Andrew Street
York Place

Visit 9 School Restrictions

9a High Enforcement

School
Bruntsfield Primary School
Dairy Primary School
James Gillespies Primary School
Leith Walk Primary School
Preston Street Primary School
Sciennes Primary School
South Morningside Primary School
St Peter's RC Primary School
Stockbridge Primary School
The Edinburgh Academy
St Mary's Music School
Stewart's Melville College
St George's
George Watson's
Steiner School
Flora Stevenson Primary School
Tolcross Primary School
George Heriot's School
Royal Mile Primary School
Fettes College
Broughton Primary School
St Mary's RC Primary (Edin)

Street
Montpelier
Cathcart Place
Whitehouse Loan
West Montgomery Place
East Preston Street
Sciennes Road
Craigha Drive
Falcon Road
Hamilton Place
Henderson Row
Revelston Terrace
Crarae Avenue
Tipperlinn Road
Spylaw Road
Queensferry Terrace

9c Low Enforcement

School
Baferno Community High School
Craigmount High School
Drummond Community High School
Gracemount High School
St Thomas of Aquin's RC High School
The Royal High Secondary School
Trinity Academy
Tynecastle High School
Wester Hailes Education Centre
Holy Road RC High School
St Augustines
Forrester High School
Craigroyston Community High School
Portobello High School
Boroughmuir High School
Broughton High School
James Gillespie's High School

Street
Bridge Road
Craig Road
Bellevue Place
Captain's Road
Chalmers Street
East Barmton Avenue
Craighall Road
McLeod Street
Murrayburn Drive
Duddingston Road West
Broomhouse Road
Pennywell Road
Milton Road
Viewforth
East Fettes Avenue
Lauderdale Street
Lasswade Road
Craighall Avenue

9b Medium Enforcement

School
Abbeyhill Primary School
Balgreen Primary School
Blackhall Primary School
Bonaly Primary School
Braidsburn School
Broomhouse Primary School
Brunstane Primary School
Bun-sgoll Taobh na Palrce
Carrick Knowe Primary School
Castleview Primary School
Clermiston Primary School
Colinton Primary School
Costorphine Primary School
Craiglockhart Primary School
Craighour Park Primary
Craigroyston Primary School
Cramond Primary School
Curtis Primary School
Dalmeny Primary School
Davidson's Primary School
Dean Park Primary School
Duddingston Primary School
East Craigs Primary School
Forthview Primary School
Fox Covert Primary School
Gilmerton Primary School
Granton Primary School
Gylemuir Primary School
Hermitage Park Primary
Hillwood Primary School
Holy Cross RC Primary School
Juniper Green Primary School
Kaimes School
Kirkliston Primary School
Leith Primary School
Liberton Primary School
Longston Primary School
Lorne Primary School
Murrayburn Primary School
Nether Currie Primary School
Newcraighall Primary School
Osgings Primary School
Parson's Green Primary School
Pimlehall Primary School
Prestonfield Primary School
Queensferry Primary School
Roseburn Primary School
St Andrew's Fox Covert RC Primary School
St Catherine's RC Primary School
St Cuthbert's RC Primary School
St David's RC Primary School
St John Wannay RC Primary School
St John's RC Primary School
St Joseph's RC Primary School
St Margaret's RC Primary School
St Mark's RC Primary School
St Mary's RC Primary (Leith)
St Ninian's RC Primary School
Stenhouse Primary School
The Royal High Primary School
Towerbank Primary School
Victoria Primary School
Wardie Primary School
Merchiston Castle School
Mary Erskine's
Cargiffield School
Craiglenney Primary School
Trinity Primary School
Gracemount Primary School
Ratho Primary School
Ferryhill Primary School

Street
Restalrig Drive
Abbey Street
Annfield
Ashley Grove
Ashley Terrace
Baberton Mains Wynd
Balgreen Road
Beach Lane
Bonaly Road
Bonnington Road
Boswell Parkway
Broomhouse Crescent
Burgess Road
Cameron House Avenue
Carlisle Avenue
Carlisle Crescent
Clerwood Terrace
Colinton Road
Corblehill Road
Craigcrook Road
Craighall Road
Craighall Terrace
Craigleith Rise
Craigmillar Castle Avenue
Craigmount Brae
Crammond Crescent
Currlehill Road
Duddingston Road
Duncan Place
Fair a Far Shot
Firthill Crescent
Gamekeepers Road
Gilmerton Road
Glenvarloch Crescent
Gracemount Drive
Granton Road
Ivanhoe Crescent
Hamilton Terrace
Hermitage Park
Kirkliston Road
Lampcare Road
Lastwade Road
Links Gardens Lane
Lorne Street
Magdalene Drive
Manse Street
Marchbank Gardens
Meadowfield Drive
Moredun Dykes Road
Moredun Park Road
Moredun Park Street
Muirhouse Place West
Northfield Broadway
Osgings Road North
Paisley Drive
Parlgrave Place
Parlgrave Street
Pentland View Road
Prestonfield Road
Redford Place
Redhall Grove
Westalrig Road South
Roseburn Avenue
Roseburn Street
Saughton Mains Street
Saughton Road
Sighthill Gardens
Sighthill Loan
South Gyle Road
Station Road
Stevenson Drive
Thomson Crescent
Wardie Burn Street West
Wardleburn Street East
West Piton Bank
West Piton Crescent
West Piton Place
Wester Broom Place
Whitehill Street
Loganlea Drive
Newhaven Road
Gracemount House Drive
School Wynd, Ratho
Groathill Road North

[Empty box]

[Empty box]

[Empty box]

Additional Street Requests - November 2017

NSL

<u>Date</u>	<u>Sent by.</u>	<u>Street</u>	<u>Action Requested</u>	<u>Action Taken</u>	<u>Priority</u>
03-Nov	M Kerrouchi	Magdala Crescent	Complaint about a double parked van.	E828 attended and moved van on.	Low Priority
01-Nov	C Moore	Hawthornvale	Councillor complaint about obstructive/footway parking . Extra visits to be carried out.	E1446 checked street but vehicles are away from restrictions.	Medium Priority
01-Nov	A Young	Station Road (Ratho)	Call from Police about vehicles on SKC. PA to investigate when in area.	E1205 attended and issued PCNs to both vehicles.	Medium Priority
01-Nov	R Muir	Old Dalkeith Road	Complaint about vehicles blocking cycle lane.	E795 regulary checking street but vehicles parking up outwith restricted	Low Priority
02-Nov	I Knops	East Pilton Farm Crossway	Complaint about vehicles on DYL and on footway.	E1187 issued to 1 vehicle but the other had gone.	Low Priority
02-Nov	A Naylor	Bath Street	Complaint about a van regularly parking on DYL in the evening.	E806 moved on a vehicle from DYL.	Low Priority
02-Nov	G Graham	Lawson Crescent & Dundad Avenue	Complaints about obstructive parking from disabled badge holders.	E884 to check street and issue 24 offences under CEC instruction.	Medium Priority
02-Nov	R Muir	Manse Street	Request for street to be checked during school visit times.	E1107 allocated visit.	Medium Priority
03-Nov	C Moore	Clerwood Terrace	Complaint about vehicle on DYL. PA to attend if in area.	No PAs in area but extra visits to be carried out next week.	Low Priority

03-Nov	I Knops	Maritime Lane	Complaint about vehicles on footway and parked obstructively. PA to investigate.	E1446 checked street but vehicles are away from restrictions.	Low Priority
08-Nov	S Brown	Palmerston Place	Complaint about vans unloading on pavement	E1481 attended, vehicles gone.	Medium Priority
10-Nov	I Knops	Rosebery Crescent	Complaint about car in solo m/c bay	E1394 attended and PCN was issued (ED26196859)	Low Priority
07-Nov	J Yorkston	Belford Gardens	Report of 2 vans on footway. PA to attend.	E828 had checked the street but it was clear.	Low Priority
07-Nov	K Davies	Blacket Place	Complaint about trade permit holders in permit bays.	E835 checked street but there were no issues with the permits.	Low Priority
07-Nov	K Davies	Gorgie Road	Complaint about vehicles on SRL in the evening and weekends. PAs to increase visits.	E828 and E1429 made extra visits and issued several PCNs.	Low Priority
07-Nov	D Rodgers	Colinton Road	Complaint about lots of vehicles on SYL outside University between 3 and 4. PA to attend.	SYL not enforceable until 1630. E1429 issued 1 PCN.	Low Priority
08-Nov	I Knops	Bingham Avenue	Complaint about vehicles in disabled bay without a badge. PA to attend when available.	E806 checked it but there was nothing in contravention.	Low Priority

09-Nov	I Knops	Ocean Drive	Complaint about vehicles on DYL and footway. PA to attend if in area.	E948 checked location and moved on a van but DYL quite badly faded.	Medium Priority
09-Nov	G Graham	Clerwood Terrace	School to be added to problem street list.	Street added to list and extra visits to be scheduled.	Medium Priority
09-Nov	K Davies	Kilmaurs Road	Complaint about vehicles double parking in street during restricted hours. Visits to be made.	E1205 had checked area and any double parking was away from restrictions.	Low Priority
10-Nov	R Muir	Pentland Terrace	Complaint about commercial vehicles parking. PAs to make extra visits.	E1491 checked street but there wasn't anything in contravention.	Low Priority
10-Nov	S Brown	Bingham Avenue	Request for disabled bays to be checked in evening and weekends.	Visits scheduled for next week.	Low Priority
15-Nov	I Knops	West Bow	Vehicles regular parking on DYL	Additional visits requested.	Low Priority
16-Nov	C Moore	Grassmarket	Vehicle parked in pedestrian zone	E1392 visited, nothing in contravention	Low Priority
16-Nov	I Knops	Atholl Place	Vehicles parked on footway	Additional visits to be made	Medium Priority
13-Nov	K Davies	Oxgangs Road North	Complaint about lack of enforcement on DYL at 115. PAs to attend.	Multiple visits made by mobiles and Late shift but nothing found in contravention.	Low Priority
13-Nov	R Muir	East Fettes Avenue	Request for visits to be made on Wednesday nights to check DYL at New Field.	Passed on to Mobile PAs to make a visit. DYL heavily obscured by fallen leaves.	Low Priority

13-Nov	M Kerrouchi	Learmonth Gardens	Complaint about vehicles on DYL and parked in contravention.	E1205 visited but street is closed for roadworks.	Low Priority
13-Nov	J Yorkston	Belford Gardens	Complaint about work taking place outside number 10. PA to attend.	E828 moved on a van but can do nothing about the skip.	Low Priority
14-Nov	K Davies	Glebe Grove	Complaint about a vehicle on DYL.	E1107 issued a PCN.	Low Priority
14-Nov	N Mason	Blackhall Road	Complaint about vehicles on DYL.	PAs to check street while making school visit.	Medium Priority
14-Nov	K Davies	Ochiltree Gardens	Complaint about vehicles on footway and parked obstructively. PA to investigate.	E795 regular checking street but vehicles parking up outwith restrictions.	Low Priority
14-Nov	C Moore	Buckstone Terrace	Councillor request for extra visits to be made to limited waiting bays and school.	Passed on to PAs on beat 2, regular visits to be made over coming week. School visits made at appropriate times.	High Priority
14-Nov	M McFarland	Lauriston Place	Resident report of a vehicle overstaying in Greenway Freebay.	E1423 advised to ensure that she is ensuring all Gway bays	Low Priority
14-Nov	B Macdonald	Oxgangs Bank	Call regarding the parking OS school as it was particularly bad.	School gets checked as part of the regular checks,	Medium Priority
14-Nov	R Muir	Kingston Avenue	Request for RPZ to be checked during PM restriction. PA to be sent.	E1473 sent and issued a PCN.	Low Priority
15-Nov	C Moore	Queensferry Terrace	Complaint about parents parking at school start/end times.	E1205 and E526 checked street as part of regular visit on 17/11 and moved on several vehicles.	Medium Priority

15-Nov	C Moore	Frederick Street	Complaint about vans persisting in using the bus stop blocking the flow of traffic.	Passed on to BM to increase visits.	Low Priority
15-Nov	C Moore	Fountainbridge	Complaint about vehicles on footway.	Street in picture is Dundee Street but vehicle in on Zig-Zags which is the polices responsibilities.	Low Priority
15-Nov	C Moore	Gylemuir Primary School	Complaint about vehicles on DYL at school times.	E828 sent to deal make school visit.	Medium Priority
15-Nov	C Moore	Glebe Road	Report about Dominos delivery vehicles on DRL.	PAs asked to try and make visits.	Low Priority
15-Nov	C Taylor	Viewforth	Complaint about a van parking on DYL with no enforcement being seen. PA to check.	E1464 checked the street for the van but it was away.	Low Priority
16-Nov	R Muir	Buckstone Terrace	Request for extra visits to be made to Freebays.	Extra visits have been allocated to PAs on mobile beat 2.	Low Priority
16-Nov	I Knops	Oswald Terrace	Complaint about vehicles using DYL at school start/finish times.	E828 sent for extar school visit and reports that DYL were clear.	Medium Priority
17-Nov	D Rodgers	Ogilvie Terrace	Complaint about vehicles on YL. Area to be checked when possible.	Street recieves regular visits from mobile PAs.	Low Priority
17-Nov	Police	Newcraighall PS	Request from police for visit to be made as there have been complaints of traffic congestion and risk to children due to inconsiderate parking from parents at school start/finish times.	E948 sent and found that SKC remianed clear as vehicles were parking on footway away from the SKC/DYL.	High Priority
17-Nov	J Yorkston	Haddons Court/Gibbs Entry	Request for PAs to ensure they are fully enforcing the street including the paved area which is adopted therfore fully enforceable.	Passed on for PAs to increase visits.	Low Priority

17-Nov	M Kerrouchi	Morningside Road	Call to request PAs to check street in the morning as there have been reports of a delivery driver using the bus stop and blocking the cycle lane.	Times reported are before on-foot PAs can attend so mobiles will attend when able.	Low Priority
17-Nov	S Brown	Grosvenor Crescent	Complaint about lack of enforcement towards a van in RPZ. PA to investigate.	E1496 spoken to who advised that van was on SYL and had been seen loading. PA sent back to check street.	Low Priority
17-Nov	G Dougherty	Redgauntlet Terrace	Complaint about non-badge holders regularly parking in bays.	Passed on for E1473 to check in the following week.	Low Priority
20-Nov	R Muir	Newcraighall PS	Request for extra visits to be made.	E806 on his way when he had an accident so was unable to attend.	Medium Priority
20-Nov	R Muir	Lawnmarket	PAs to keep a look out for the Ghost Tour bus that has been parking on the DYL to sell tickets without a licence.	E1481 issued a PCN to the vehicle and PAs briefed to move on or PCN if found.	Low Priority
20-Nov	Police	Meadowfield Drive	Request to meet the police for a school visit.	E806 attended on 23/11 and spoke to Police/parents.	Medium Priority
20-Nov	I Knops	Queensferry Street	Complaint about a van on bus stop & footway	TL1102 checked street but it was clear.	Low Priority
24-Nov	G Dougherty	Brandfield Street	Complaint about vehicles on DYL, late afternoon / early evening	E526 attended, DYL all clear	Low Priority
20-Nov	J Currie	Oxgangs Bank	Call about vehicles parking on SYL at pick up/drop off times.	E1429 had just left street and moved on several vehicles while there	Medium Priority

21-Nov	H McFarlane	Gilmerton Road	Request for a PA to visit school as there were vehicles parked on DYL and SKC.	PAs on beat 3 allocated visits to school.	Medium Priority
21-Nov	I Knops	Cockburn Street	Twitter complaint about a lorry being footway parked.	Passed on to BM for PAs to deal with.	Low Priority
21-Nov	G Dougherty	North Bridge	Complaint about vehicles parking in the southbound lane at peak times causing congestion as buses are having to double park. Area to be checked and appropriate action taken.	TL1237 has instructed his PAs to check street when in area.	Medium Priority
21-Nov	A McMillan	Kings Road	Call about a vehicle parked partially in Disabled bay with no badge on display. PA to investigate.	E806 checked bay but there's no TP to enforce.	Low Priority
21-Nov	C Moore	Abbeyhill	Complaint about vehicles parking in bus lanes and obstructing traffic flow.	E806 and E948 instructed to increase visits to area when restrictions are active.	Medium Priority
21-Nov	A Naylor	Wardlaw Place	Call about a non-badge holder in disabled bay. PA to check out when in area.	E828 checked the street but there wasn't anything in contravention.	Low Priority
21-Nov	G Dougherty	Comely Green Place	Complaint about vehicles on DYL. Area to be checked and action taken when possible.	Passed on to PAs on beat 1.	Low Priority
22-Nov	C Moore	St Triduanas Rest	Complaint about a van parking up on DYL.	E806 checked in the morning but it was clear. Passed on to Late Shift to check.	Low Priority
22-Nov	H McFarlane	Dalry Road	Complaint about vehicles parking on DYL blocking access to Temp Rank and making buses block road.	E1472 moved on 2 vehicles and will monitor area.	Medium Priority
22-Nov	M Kerrouchi	Wardlaw Place	Call about a non-badge holder in disabled bay. PA to check out when in area.	E828 checked street again but the bay was still clear.	Low Priority
22-Nov	M McFarland	Stenhouse Drive	Resident complaint about a non-badge holder in DPPP.	E1429 sent to check it out.	Low Priority

23-Nov	G Graham	Iona Street	Complaint about vehicles blocking cycle lane as they are sticking out from recessed area.	E1205 and E761 checked street but as vehicles are beyond extent of DRL there's no action possible.	Low Priority
23-Nov	G Dougherty	Mount Vernon Road	Complaint about vehicles parking on DYL and blocking footway/line-of-sight. Visit to be made at pick up time.	E795 tasked with a visit.	Medium Priority
23-Nov	C Moore	Rosebery Crescent	Complaint about a car in the solo M/C bay.	E761 checked the street but the bay was clear.	Low Priority
23-Nov	C Moore	Newington Road	Complaint about vehicles parking up in bus lanes before end of restrictions. PAs to increase visits at the correct time.	E835 asked to attend on 24/11 but didn't make it in time. Area to be dealt WC 27th	Medium Priority
23-Nov	A Naylor	Colinton Road	Request for a PA to check OS 303 as there is a non-badge holder parked in disabled bay.	E1429 checked area but bay appears to be in private car park.	Low Priority
23-Nov	C Moore	Manse Road/Corstorphine Primary School	Complaint about vehicles on DYL and SKC at school drop-off and pick-up times.	E1491 moved several vehicles off restrictions on Corstorphine High Street.	Medium Priority
24-Nov	R Muir	Newcraighall PS	Request for a PA to attend to meet Police for school visit.	E948 allocated visit on 28/11.	High Priority
24-Nov	C Moore	Gorgie Road	Twitter complaint about vehicles parking daily on SRL between Stewart Terrace and Robertson Avenue.	E828, E1401 and E1429 make regular visits to street and move on vehicles but high level of driver use SRL instead of loading bays opposite.	Medium Priority
24-Nov	N Mason	Gorgie Road	Call about a van partially in Loading Bay and partly on Red Lines, PA to check it out.	E1401 checked the street but there wasn't anything out of bay	Low Priority

24-Nov	Parking Svs	Grassmarket	Complaint about vehicles parking in contravention in pedestrian zone and blocking driveways. Accusations of PAs ignoring select vehicles.	E1294 checked the street and the pedestrian zone was clear and gets regularly cleared as previously reported. Checked out vehicle that was allegedly blocking the drive but all 4 wheels in bay and only rear body of vehicle out of bay so no	Low Priority
27-Nov	R Muir	Various schools	Request for PAs to make timed visits to specific schools to meet up with police.	PAs allocated schools as per list and details passed back to Client.	High Priority
27-Nov	R Muir	Edinburgh Road	Complaint about persistent footway parking by vehicle in SQF. Request for extra visits.	PAs made aware to keep an eye on area but visits limited by time restrictions. Late shift asked to try and make a visit.	Low Priority
27-Nov	K Davies	Fettes Avenue	Complaint about vehicles parking on DYL around Waitrose at the weekends. Request for visits to be made.	PAs on Saturday tasked with visits.	Low Priority
27-Nov	M McFarland	North Pilrig Heights	Request for extra visits due to vehicles parking on DYLs.	Passed on to mobiles to make visits when possible.	Low Priority
30-Nov	D Rodgers	Stockbridge Market	Request for a visit to be made between 10 & 5 on Sunday	PAs asked to try and make visits.	Low Priority

Total Requests	82
----------------	----

High Priority	4
Medium Priority	24
Low Priority	54

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order

Item number	7.7
Report number	
Executive/routine	Executive
Wards	11 - City Centre
Council Commitments	19 , 27

Executive Summary

The reconstruction of Leith Street, delivered under the Growth Accelerator Model (“GAM”) agreement for St James Quarter Edinburgh (the “Development”), consists of approximately £6 million 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. Leith Street is currently under construction and works are scheduled to be completed by end of July 2018 when Leith Street re-opens.

The present Traffic Regulation Order (TRO) currently in place for Leith Street includes greenways, bus lanes and red line restrictions. This TRO is to be deleted and a new TRO promoted due to the new kerblines, removal of greenways, addition of yellow line restrictions and banning the left turn into Waterloo Place from Leith Street.

A Redetermination Order (RSO) requires to be promoted due to the deletion of the central reservation, the introduction of a dedicated segregated cycleway and the generally re-determining areas of carriageway to footway or cycletrack.

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

This report details the results of the statutory consultation for both Orders. Sixty one representations were received across both the advertised TRO (18 representations) and RSO (43 representations). The representations and the Council’s responses are detailed in this report.

Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the representations received to the advertised TRO and RSO and the Council's comments in response are contained in Appendix A;
 - 1.1.2 agrees to set aside the representations relating to the proposed waiting restrictions and proposed banned left turn from Leith Street into Waterloo Place, to amend the TRO and makes the TRO as advertised;
 - 1.1.3 agree to amend the TRO to allow an exception to the proposed banned left turn from Leith St into Waterloo Place which would permit cyclists to turn left; and,
 - 1.1.4 as required by legislation, instructs the Executive Director of Place to refer the representations to the Redetermination Order to Scottish Ministers for consideration.

2. Background

- 2.1 The reconstruction of Leith Street is defined as a deliverable under the GAM.
- 2.2 The GAM involves an agreement between the Council, the Scottish Government and the St James Edinburgh (the "Developer").
- 2.3 The Leith Street section of the GAM represents approximately £6 million of works including the renewal and upgrading of utilities, forming widened high quality natural stone footways, segregated cycle ways, reprofiled roads and resited pedestrian crossings, to ensure a more inviting and attractive streetscape is created.
- 2.4 On 2 September 2017, the closure of Leith Street came into effect and the main works for the reconstruction of Leith Street commenced.

3. Main report

3.1 The reconstruction of Leith Street comprises an extensive programme of improvements from Waterloo Place to Little King Street at the John Lewis store, which includes:

3.1.1 Significantly improved public realm for pedestrians which are constructed using high quality materials and deliver wider footway widths.

3.1.2 Introduces a new dedicated and segregated cycleway for cyclists.

Changes to Waiting and Loading Restrictions

3.2 The waiting and loading restrictions included in the TRO essentially remain unchanged to the present TRO (i.e. no waiting at all times and no loading at all times except during permitted loading hours within the loading bay).

3.3 Leith Street is currently controlled under the terms of the “Greenways” TRO which places red line prohibitions on the street and bus lanes at certain sections. Under the TRO advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are deleted and replaced with yellow line prohibitions, banned turns and a prohibition of entry. These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular at Haymarket and Shandwick Place, in lieu of implementing uniform yellow line restrictions across the city. The yellow line impose a similar level of restriction to red lines in respect of parking and loading.

3.4 The existing loading bay on the northbound side of Leith Street, adjacent to John Lewis, is to be removed as an alternative facility will be provided within the Development.

3.5 Loading is only permitted outwith the peak traffic hours with the permitted loading hours being Mon–Fri: 9.30am until 4.00pm, Sat: 8.30am until 6.30pm. Waiting however will not be permitted at any time of the day. No waiting or parking is not permitted at any time.

3.6 The existing loading bay on the southbound side of Leith Street, opposite the former entrance to the King James Thistle Hotel, is to be retained under the proposals.

Plans included within the Orders showing the locations of proposed loading bays under the new layout are appended to this report. Prohibited Entry and Banned Turns

3.7 The TRO proposes to ban the left turn into Waterloo Place from Leith Street. Traffic counts and modelling were undertaken to establish the number of vehicles that currently enter Waterloo Place from Leith Street which is low and there are various alternative routes. Banning this turn allows the existing pedestrian crossing across Leith Street, which is constrained, to be significantly improved.

3.8 A prohibition of entry will be in place at the new service yard exit located at the existing Leith Street and Greenside Row junction.

- 3.9 A banned right turn will continue to be in place from Calton Road onto Leith Street under the proposed new layout for all road users. This junction will now be signalised rather than give way.
- 3.10 A banned right turn will continue to be in place from Leith Street northbound into Calton Road under the proposed new layout for all road users.

Statutory Consultation - Traffic Regulation Order

- 3.11 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft TRO was advertised between 21 November 2017 and 19 December 2017.
- 3.12 A total of 18 representations were received to the advertised TRO.
- 3.13 Relevant issues raised within these relate to:
 - 3.13.1 Removal of bus lanes;
 - 3.13.2 Removal of greenways; and
 - 3.13.3 Ban left turn to Waterloo Place.
- 3.14 Other issues raised within the representations to the Order relate to:
 - 3.14.1 Waiting in loading bays;
 - 3.14.2 The provision for active travel including footway widths and cycleway provision;
 - 3.14.3 No cycleway on Leith Street between Calton Road and Waterloo Place;
 - 3.14.4 Kerbline radius at Greenside Row junction;
 - 3.14.5 Provision of a 'floating' bus stop; and
 - 3.14.6 Northbound and southbound cycle provision on Leith Street to/from cycleway.
- 3.15 The representations received and the Council responses to these are listed in Appendix A.

Statutory Consultation - Redetermination Order

- 3.16 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft RSO was advertised during the same period as the TRO.
- 3.17 A total of 43 representations were received to the advertised RSO.
- 3.18 Key issues raised within the representations to the Order relate to:
 - 3.18.1 Redetermination of areas from footway to cycletrack and carriageway to cycletrack (ie the shared area for pedestrian and cyclists at Greenside Row).
 - 3.18.2 The provision for active travel including footway widths and cycleway provision;
 - 3.18.3 No cycleway on Leith Street between Calton Road and Waterloo Place;

- 3.18.4 Kerbline radius at Greenside Row junction;
 - 3.18.5 Provision of a 'floating' bus stop, and;
 - 3.18.6 Northbound and southbound cycle provision on Leith Street to/from cycleway;
- 3.19 The representations received and the council responses to these are listed in Appendix A.

Next Steps – Redetermination Order

- 3.20 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a RSO must be referred to Scottish Ministers. It is therefore recommended that the Committee instructs Officers to refer to Scottish Ministers the representations which were received to the RSO. The process that Scottish Ministers use to reach their determination on the Order is at their discretion.

Next Steps – Design Proposals

- 3.21 The TRO proposes to ban the left turn into Waterloo Place from Leith Street for all vehicles. Representations were received to permit the left turn for cyclists only. This representation has been reviewed by the Council and the Developers design team, and it has been concluded that this left turn can be permitted to cyclists. As such, it is proposed the TRO is amended accordingly.

4. Measures of success

- 4.1 Improved public realm spaces and finishes to Leith Street creating a more attractive environment, in particular for pedestrians and cyclists, which includes widening of existing footways, new and improved crossings and the provision of a segregated two-way cycleway from Picardy Place to Calton Road.

5. Financial impact

- 5.1 The associated costs with this statutory procedure to make the necessary TRO and RSO are contained within the GAM.

6. Risk, policy, compliance and governance impact

- 6.1 The impact of the changes from existing to the proposed new layout for Leith Street are considered to be limited. As such a reduced potential for formal objections to be submitted is envisaged. Should objection(s) be submitted these might require the Council to hold a public hearing. If a public hearing is required, this could delay implementing the improvements by six to nine months, albeit it should be noted the works have currently commenced through a Temporary Traffic Regulation Order.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (EIRA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights and impacts on duties under the Act. No negative impacts are anticipated and it is expected that the scheme should improve conditions for vulnerable users.
- 7.2 It is likely that improvements to footways, crossing facilities and segregated cycleways will have a positive impact on the safety, freedom of movement and access for all who live, work, commute and visit Leith Street.
- 7.3 Living Streets and the Edinburgh Access Panel have expressed some concerns on the impact of shared spaces on pedestrians under the proposals for Leith Street. However these impacts are not considered significantly detrimental, and overall the proposals for Leith Street improves the pedestrian environment.

8. Sustainability impact

- 8.1 The proposals will reduce carbon emissions because the design promotes the use of public transport and active travel.
- 8.2 The proposals will increase the city's resilience to climate change impacts by promoting the sustainable forms of transport and drainage design.
- 8.3 The proposals will help achieve a sustainable Edinburgh because the design will re-use existing materials, promotes public transport, active travel through segregated cycleways and walking through wider footways and improved accessibility.

9. Consultation and engagement

- 9.1 Statutory consultation will be carried out as part of the Traffic Regulation Order and Redetermination Order procedures. This will give any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 The design for Leith Street was included within the planning permission obtained by the Developer in 2008. Since then, the design has been refined following a detailed design process between Council Officers and the Developer's design team. Engagement sessions with SPOKES, Living Streets, Sustrans and the Edinburgh Access Panel have also taken place in 2007 with the opportunity to review and provide comment on the proposed design.
- 9.3 Lothian Buses have been consulted on the proposed layout, including the removal of the bus lane and relocation of bus stops on Leith Street.

- 9.4 Since the advertisement of both Orders, Council Officers have had further dialogue with Living Streets and SPOKES. Through this dialogue, further improvements to the cycle infrastructure have been introduced including the provision for southbound cyclists to exit the segregated cycleway to join the advanced stop line prior to the Calton Road junction, lowering the flush kerb to connect with James Craig Walk and white lining.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

Appendix 1 – Schedule of Representations

Appendix 2 – Traffic Regulation Order

Appendix 3 – Redetermination Order

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
1	RSO (1st)	No details of objection given. Information available is a notification email from Virgin Media to check their network locations etc. prior to any digs taking place. Check with Virgin Media to ascertain if there is an actual objection or not.									
2	RSO (1st)	No details of objection given. Information available is a notification email from SGN to check their gas pipe locations prior to any digs taking place. Check with SGN to ascertain if there is an actual objection or not.									
3	RSO (1st)	No details of objection given. Information available is a notification email from SGN to check their gas pipe locations prior to any digs taking place. Check with SGN to ascertain if there is an actual objection or not.									
4	RSO (1st)	I am not sure if you are aware that, if you live in Leith, the main pedestrian route to Waverley Station is to use the "back door" in Calton Road which requires crossing over at Greenside Row. Given the plans I have seen online for the above, I am not sure how this can be achieved quickly and safely? Surely changes should be made to encourage walking? As if Picardy Place wasn't bad enough, now this? I don't see how this can help active travel?								A signalised pedestrian crossing at the Greenside Row junction is retained but enhanced under the proposals within this Order. In addition a new signalised pedestrian crossing is included at the junction between Calton Road and Leith Street. Significant improvements to active travel provision on Leith Street has been achieved with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.	
5	RSO (1st) & 2nd & TRO	1. My main concern is where the separate cycle lane turns to shared space. This takes place on a hill and in areas where there is very heavy footfall. In my experience as a pedestrian and as a cyclist this invariably causes conflict between pedestrians and cyclists as well as danger of collisions. Given these risks, the design should seek to keep cyclists and pedestrians separate at all times, as well providing dedicated cycle lanes for the full length of the affected roads. Full cycle lanes for the full length are the only way to ensure these designs are safe for the most vulnerable road users. 2. A secondary concern is for the turn to Calton Road. This is a dangerous turn and the angle proposed will invite cars to cut down Calton Road at speed. Unless there are to be traffic lights at that turn, I object to the turn and its design on the grounds that pedestrians and cyclists will be put at risk from cars turning fast on to Calton Rd. 3. I sent in another objection because of the unclarity of the previous plans, in particular with respect to lack of bus lanes. So long as the new objection goes forward, you can withdraw the previous one.				*		3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry. These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines. Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport an have not been included in the Order.	1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction. The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above. Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction. This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.	2 - The design will deliver a new signalised junction at Calton Road. 3 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.	
6	RSO (1st)	1. Loss of footway to pedestrians The proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track (presumably intended as shared use). This proposal will make that area of former footway more hazardous for pedestrians and designs in conflict with cyclists. This approach is entirely inappropriate for an area with such high footfall. As such this loss of footway to pedestrians is unacceptable 2. Worsening of road safety a. The junction of Leith Street with Greenside Row is very poor: the corner radii are even more generous to motorists than at present. That will create dangers for pedestrians and cyclists crossing, as the junction design encourages drivers to sweep round at speed rather than slowing down. This is a recipe for collisions, and the proposed layout represents a material worsening of conditions for pedestrians crossing this junction compared to the current layout. Therefore road safety at this junction will become worse than with the current layout. b. As noted above, the proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track. This proposal will make that junction more hazardous for pedestrians due to conflict with cyclists while attempting to cross Greenside Row. The potential for pedestrians being involved in collisions with cyclists is increased by the proposed layout. Once this is all taken into account, road safety at the junction with Greenside Row will be made worse. c. The junction with Calton Road is positioned directly opposite the entrance and exit for the St James car park, currently under construction. This car park will have a capacity of 1,800 vehicles, meaning that traffic entering and exiting will substantially increase as the existing car park only holds 550 vehicles. I note from the drawings for the proposed layout of Leith Street that the central reservation is to be removed and re-determined as carriageway. Whilst I do not object to this specific redetermination, it will likely have the effect of allowing motor vehicles to enter and exit from the car park while taking a direct route via Calton Road. This manoeuvre has until now been impossible due to the presence of the central reservation. d. This proposed redetermination therefore creates additional danger for pedestrians and cyclists attempting to cross at the junction with Calton Road. Despite the fact that the proposed layout of the footway and cycle track at the junction with Calton Road reduces the hazards presented by the current layout (due to the ease and speed with which vehicles travelling south to Calton Road can 3.Loss of amenity to pedestrians a. As noted above, the proposed layout for the junction with Greenside Row clearly shows a loss of footway to cycle track. This represents a net loss of amenity for pedestrians walking along Leith Street and in particular while crossing at this junction. Pedestrians currently enjoy sole use of the footway at the junction with Greenside Row, and as a result of the proposed layout would lose sole use of the footway. This represents an unacceptable loss of amenity for pedestrians using Leith Street. b. The proposed layout shows the segregated cycle track ending at Calton Road. Cyclists heading south to Waterloo Place will either have to re-join the carriageway at this junction, or proceed illegally on the footway. Less experienced or less confident cyclists are particularly likely to take the latter course of action. This gives rise to a potential loss of amenity to pedestrians due to conflict with cyclists. All the above demonstrates that the proposed layout will not support the stated reasons for Redetermination Order RSO/17/13, namely "to improve the footways for pedestrians": indeed the proposed layout will actually worsen conditions for pedestrians and directly contradicts the stated reasons for the Redetermination Order.						1,2b, 3a,3b - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction. The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above. Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction. This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.	2a) - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles. That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway. A signalised pedestrian crossing at the Greenside Row junction is retained but enhanced under the proposals within this Order. Pedestrians and cyclists will be subject to a standalone in the traffic signal sequence. 2c) - A new signalised junction will be created on Leith Street at Calton Road and at the new car parking entrance/exit for the new Edinburgh St James centre. The junction will operate under a series of individual signal stages including the manoeuvre highlighted in your objection from the car park to Calton Road. Therefore, when the green phase for the car park exit is activated all other phases will be at a red phase. The pedestrian green phase to the three crossings at Calton Road, the car park entrance/exit and Leith street will be on a standalone phases (i.e. all three crossings will be green at the same time). 2d) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way). A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation preventing this turn. Vehicles will still be able to turn left onto Leith Street from Calton Road, as per present layout. 3a) - Significant improvement to active travel provision on Leith Street has been achieved with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway. 3b) - A new signalised junction will be created on Leith Street at Calton Road and at the new car parking entrance/exit for the new Edinburgh St James centre. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. Following further dialogue with SPOKES, there is now additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place. In addition to the above, the proposals included within the Order introduces significantly improved public realm for pedestrians through wider footways constructed in high quality materials in comparison with the existing arrangement. A two way segregated cycle provision is also provided on the eastern kerb line as well as accessibility and connectivity southbound and northbound, to Calton Road and to James Craig Walk.		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
7	RSO (1st)	<p>I believe the proposed cycle track will be hazardous to cyclists.</p> <p>1. At Greenside Row, in addition to being brought into conflict with pedestrians, cyclists proceeding south will be brought into conflict with motorised traffic turning into Greenside Row (if they remain on the cycle track), or into conflict with motorised traffic continuing south (if they re-join Leith Street carriageway).</p> <p>2. At Calton Road, cyclists will be brought into conflict with:</p> <p>a) Drivers proceeding down Calton Hill (who will be watching for motorised vehicles going up or down Calton Road). b) Drivers entering Calton Road (apparently from either direction on Leith Street with the removal of the central divide). c) Drivers leaving Calton Road to join Leith Street (including those wishing to go north, which is not currently possible).</p> <p>3. Cyclists who are unaware of the road layout of the cycle track, and thus failed to return to the carriageway at Greenside Row, will also be attempting to re-join Leith Street at this point, rather than proceeding down Calton Road.</p> <p>4. With improvements to Leith Walk, Leith Street is an obvious cycle route to Princes Street, and both of these junction designs will result in hazardous manoeuvres for cyclists.</p>							<p>1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous widths as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&3- A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>2a) - A new signal controlled junction will be created at Calton Road with a stop line included at Calton Hill.</p> <p>Cyclists will be able to join Calton Road from the segregated cycleway (adjacent to Starbucks) by way of give way lines and should cross when the pedestrian green phase is enabled at the pedestrian crossing at the Calton Road junction.</p> <p>2b) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way).</p> <p>A new prohibited right turn into Calton Road from Leith Street will be provided. This was previously not necessary due to the central reservation.</p> <p>2c) - There is no change to the existing arrangement at Leith Street and Calton Road with the exception of the introduction of a signal controlled junction (rather than give way).</p> <p>A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation preventing this turn.</p>
8	RSO (1st)	No details of objection given. Information available is an email indicating that the temporary traffic lights .							Vehicles will still be able to turn left onto Leith Street from Calton Road, as per present layout	
9	RSO (1st)	<p>1. All - pavement widths Leith Street is designated as a Strategic High Street, according to the Street Design Guidance adopted by the Council in 2015 (i). This specifies that the pavement should be a minimum width of 3 metres (2.5 metres allowed only in short sections), with a desirable minimum width of 4m or wider. We cannot determine the exact pavement widths from the drawings, but it is clear that the pavement widths are significantly below the Council's minimum specified standards on both sides of the street</p> <p>2. Crossing point of Leith Street East at Greenside Row The drawing seems to imply that the entire pavement both the north and south sides of the Greenside Row corner is re-determined as cycle way from both footway and carriageway (10, 12, 16, 13). This leaves no footway whatsoever exclusively for pedestrians crossing Greenside Row. The drawing suggest that pedestrians are expected to wait in a designated cycle way before crossing Greenside Row. This is a busy pavement at all times - and is already excessively busy at certain times of the year (e.g. during the August festivals). It is unacceptable that pedestrians at this location should mix with cyclists. Of course, it would also be also</p> <p>3. Junction of Leith Street East at Greenside Row The corner radii of Greenside Row (at 10, 16) are excessively large, which will encourage vehicles to travel fast when entering and exiting Leith Street. This is an inappropriate design for a 20 mph street. The Street Design Guidance (see above) specifies that the maximum radius for a corner of this type of street is 3 metres, and although not shown, the radii proposed are clearly far in excess of this.</p> <p>4. Cycle manoeuvres, Leith Street (west) to Greenside Row We are unclear what manoeuvres cyclists are expected to make heading north from the west side of Leith Street (6) to join the cycle track on the east side (10). We are concerned at the risk of conflict between cyclists and pedestrians involved in this manoeuvre</p> <p>5. Junction of Leith Street (east) at Calton Road It is our understanding that the junction of Leith Street and Calton Road will be governed by a signalised crossing, although this does not appear to be indicated on the drawings. We would support this, so long as adequate pedestrian priority is provided in signal timings to permit the heavy pedestrian traffic to proceed effectively north/south. However, we have concerns that the cycle track on Leith Street heading south ends abruptly at Calton Road (10). There could be conflict at this junction between pedestrians and</p> <p>6. 'Floating Bus Stop' Leith Street (East). The drawing shows a 'floating bus stop' (17). Living Streets' opposes the further introduction of this feature until an objective and thorough monitoring is completed on the first such floating stop, introduced on Leith Walk (ii). This is because we are concerned at the risk of conflict between pedestrians (especially elderly and or disabled bus passengers alighting from a bus) and cyclists, where the cycle way lies between the bus stop and the pavement. This would be especially the case if the cycle way is, as we think 2-way, so downhill (northbound) cyclists may be going quite fast. No such monitoring has yet taken place or been planned to our</p>						<p>2 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>4 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>5 - A new signalised junctions will be created at Calton Road as part of the reconstruction of Leith Street.</p> <p>A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p>	
10	RSO (1st)	<p>We are considering an objection to this RSO in part because it's unclear how the entire scheme fits together. It would be tremendously helpful if you could provide plans showing the associated road markings, crossings, bus stops, etc. so we can better understand what the end design will look like. Spokes briefly saw draft designs at a meeting in June but we never received a copy to refer to or details of the final designs.</p> <p>Additionally, pages 1 and 2 of the labelled plans appear to have an error in them. Specifically, there is a section of carriageway near the junction of Calton Road which looks like it is to be re-determined as footway, however this is not marked on the plans and it's left blank rather than shaded (see linked drawing below). Please can you clarify if this is an error in the diagram or if I've</p>							<p>The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.</p>	
11	RSO (1st)	<p>1. This is on the grounds of loss of amenity to pedestrians in the area of Greenside Row</p> <p>2. The layout shows the "cycle lane" becoming "shared use" at the area of the pedestrian crossing. This mingling of cycles and pedestrians is an unsafe arrangement for all users at what is an extremely busy junction for pedestrians.</p> <p>3. This is contrary to the statement of reasons "...to be altered to improve the footways for pedestrians"</p> <p>4. The cycle track should instead maintain dedicated space across the junction, separated from pedestrians by a drop in road level.</p>						<p>1,2&4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>3 - Significant improvement to active travel provision on Leith Street with footway widths generally wider and segregated provision for cyclists. This has been achieved by the removal of the former central reservation and reducing the width of the carriageway lanes. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represents a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
12	RSO (1st) & 2nd	<p>1. Going by the RSO plans there is a reduction in pedestrian space whilst maintaining the dual carriageway for congestion traffic. The original planning brief promised a better pedestrian experience from Leith Street and this fails to deliver.</p> <p>Specifically -</p> <p>2. The plans do not meet the City of Edinburgh Street Design Guidance in terms of minimum pavement widths.</p> <p>3. Floating Bus stop - the room given to bus users is insufficient for such high usage bus stops. The remaining pavement for normal pedestrians also looks narrower than the required 3m for this street.</p> <p>4. Leith Street / Greenside Row junction - according to the plan the entire pavement is to be given over to cyclists. This is unacceptable - how are pedestrians to cross the road? These areas are marked 10, 12, 13 and 16 on page 1 of the plans. Also the radius of this bend in to Greenside Row is far too wide, allowing vehicles to corner at high speeds.</p> <p>5. Leith Street outside "cube" development - narrow pavements. Difficult to tell from plans, but much narrower than the 3m required, and given the volume of pedestrians.</p> <p>6. Calton road Junction - conflict between pedestrians walking along Leith Street and cyclists wanting to turn down Calton Road</p> <p>7. Leith street area marked 4 on page 2 of plans - bus stop in middle of pavement will not allow sufficient space for bus users and pedestrians wanting to use the road. Pavement also narrowed based on former street layout.</p> <p>8. Leith Street area marked as 1 on page 4 - pavement will be very narrow on this bend. This looks narrower than the required 3m.</p>							<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>6 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>1&2 - The carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Design matter. The proposals rationalise the bus stop provision on Leith Street, provide new and more appropriate bus shelter facilities for bus passengers and are located to minimise compromises to footway widths (i.e. the existing northbound bus stop opposite John Lewis was contained in the footway whereas this is now accommodated in the floating bus stop). Where the floating bus stop is created at Leith Street, a 3m wide footway is provided for member of the public using public transport, a 2m segregated cycleway and a footway ranging from 2.89 to 3.66m. This is in accordance with the Street Design Guidance which outlines the absolute minimum footway width allowed in a short section only is 2.5m and the general minimum is 3m.</p> <p>4 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as</p> <p>5 - The average width of footway outside the Cube development is 4.59m and ranges from 3.74m to 7.41m (in accordance with the Street Design Guidance).</p> <p>7 - The existing bus shelter is shown on the plans so there may be some confusion on this item. The proposed bus shelter is positioned with its 'back' to the kerb and its elevations are approximately 1.5m wide at its widest point (i.e. advertising panel) with a 0.5m wide glass panel at the other end of the shelter. The footway width in the location of the new bus shelters is approximately between 4.22m and 4.57m wide.</p> <p>8 - It is assumed this comment relates to Page 3 not 4. The area marked as 1 within the drawings included in the Order represents new footway in addition to the existing (i.e. this will be redetermined from carriageway to footway).</p>
13	RSO (1st)	<p>In the Order there are some attempts to give more space to pedestrians and cyclists - good.</p> <p>1. However these changes don't go far enough: Leith Street is a city centre shopping and social space and, as such, should admit only buses, cycles and pedestrians.</p> <p>2. Expanded pedestrian and cycle space must continue all the way up to Waterloo Place, not stop halfway up the hill at Calton Road.</p> <p>3. Pedestrians and cyclists must be segregated, not mixed up with each other.</p> <p>4. The drawings submitted by SWECO don't show what they plan, only the areas that will change - this makes it impossible to know what they are actually planning to do. Even the limited information they do give looks a mess, especially round Calton Road.</p>						<p>3 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>2 - There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>4 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street.</p>	
14	RSO (1st)	<p>1. Re-joining the carriageway southbound at Leith Street A safe method of leaving the cycleway onto the southbound carriageway of Leith Street has not been provided. This is a key route for cyclists coming from Leith Walk travelling to the East End and must be safely catered for in the design. It seems clear from the layout of the southern terminus of the cycleway at Calton Road that cyclists can only re-join the carriageway onto Calton Road, and not Leith Street. We therefore assume that cyclists wishing to continue up Leith Street to the East End junction will need to use the small section of cycleway just north of the Greenside Row crossing that looks like it will permit re-joining the southbound carriageway (see diagram, left). We are concerned that this forces cyclists to make a dangerous manoeuvre by merging into traffic without room to do so.</p> <p>Inspection of the plans suggests that there is width to accommodate 5 lanes for general traffic at this point and we suggest that this is reduced to 4 lanes so that space can be reallocated to provide a safe zone for merging, as described in Cycling by Design §6.2.6 and as used in the recently opened cycle ways on Leith Walk. Additionally, it seems likely that cyclists unfamiliar with the layout who are looking to get to the East End junction will assume they can continue on the cycleway across the Greenside Row crossing only to find they are forced onto Calton Road as per the above. We trust that appropriate markings/signage will be used to avoid this confusion, though quality cycle routes should be intuitive to follow without signage and we do wonder whether access to Leith Street could be provided at the south terminus of the cycleway.</p> <p>2. Northbound access to the cycleway from Calton Road It is not clear that there is a safe method for northbound cyclists to access the cycleway from Calton Road. This is key route for cyclists coming from Waverley and the new Caltongate development travelling to Leith Walk and must be safely catered for in the design. Without detailed drawings we cannot comment on how northbound cyclists will get from Calton Road to the cycleway. We are concerned that northbound cyclists turning right into the cycleway from Calton Road are at risk from vehicles turning left from Leith Street into Calton Road (see diagram, left), particularly as cyclists will be travelling slowly as this section is uphill. It's crucial that the final design includes measures to keep cyclists safe while making this</p>						<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>2 - Following further dialogue with SPOKES, we are proposing to locate cycle symbol markings at the start of the segregated cycleway, where they will be visible to cyclists approaching from Calton Road. Calton Road operates as a standalone phase in the traffic signals and therefore no vehicle will enter into Calton Road when Calton Road is on a green phase. As such, cyclists will be able to join the segregated cycleway from the ASL on Calton Road.</p> <p>A new prohibited right turn from Calton Road to Leith Street will be provided. This was previously not necessary due to the central reservation. This applies to all road users.</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>4 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
14 Cont.		<p>3. Northbound access from Leith Street There is no clear method for northbound cyclists to access the cycleway from Leith Street. This is a key route for cyclists coming from the East End travelling to Leith Walk and must be catered for. Without seeing the detailed drawings it's not clear how this will be provided. It is not acceptable to force northbound cyclists through the busy Picardy Place junction (between from its ultimate).</p> <p>4. Greenside Row crossing Separate cycle and pedestrian signals should be provided at a high volume crossing like this one. Additionally, corner radii should be reduced to maximise space for cyclists and pedestrians. We assume that the crossing of Greenside Row is a toucan given that the order classifies the area on each side as cycleway (which will presumably be marked as shared space) rather than having separate areas on each side for cyclists and pedestrians. We are concerned that this mixing of cyclists and pedestrians will lead to conflict, particularly given that cyclists and pedestrians are otherwise expected to stick to the cycleway and footway respectively. We would prefer this crossing to be a split crossing, e.g. similar to the one used at Forest Road, thereby keeping cyclists and pedestrians on their respective areas and minimizing conflict. If the signalling demands that the crossing is a toucan then we urge the final design to include markings to encourage cyclists and pedestrians to keep to their respective sides. Furthermore, conflict will also be minimised.</p> <p>5. Top of Leith Street We are disappointed that dedicated provision for cyclists has not been provided up to the East End junction as this is a key route connecting Broughton Street and Leith Walk to the Bridges leading south and used by many cyclists – as demonstrated during the recent closure where many journeys are made using the temporary cycleway provided. At the very least an uphill route is required to help cyclists where they are slowest and most vulnerable. We have discussed this previously with CEC and been told that there is insufficient width to provide both cycle facilities and maintain throughput for vehicles. Spokes appreciate the limited widths at the top of Leith Street but argue that some of this space must be devoted to cycling – which is after all a clean, healthy mode of transport that CEC are keen to support – even if it means reducing throughput for general traffic. We urge CEC to start developing plans to tackle this earlier as soon as possible. The status quo where cyclists find themselves squeezed in with other vehicles and</p> <p>6. Segregated cycleway We welcome the segregated cycleway and are pleased to see that the space for it has come from the carriageway and not the footway, as it is crucial to the success of this cycleway that pedestrians have enough footway to walk on so that they don't feel the need to encroach on the cycleway. We would prefer a wider cycleway but recognise that widths are limited, though as per</p> <p>7. Floating bus stop We know that there is some concern about using floating bus stops in Edinburgh, however they have been proven successful in other locations both in the UK and abroad and so we are pleased to see one used here. That said, we urge CEC/TFE to use bus stops with transparent sides (rather than advertising boards) in this location so that passengers alighting a bus can clearly see cyclists coming. This is especially crucial given the assumed two-way nature of this cycleway means that cyclists could approach from either direction, and so the usual bus stops used in Edinburgh, where one side is an advertising board, are not appropriate for this location.</p>							<p>5 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>6 - The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>7 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p>		
15	RSO (1st)	<p>1. The segregated cycleway does not continue to the top of Leith St / Waterloo Pl junction. A cycleway that abandons users in the middle of a 4-lane dual carriageway will not encourage new cyclists. It will not show Edinburgh as world-leading city to cycle in. It will not connect to the proposed E-W cycle way adequately at this point. It is unacceptable to route cyclists up and down hills along Calton Rd (which is also used as a motorists' rat-run).</p> <p>2. Inadequate steps have been taken to discourage and reduce private motor traffic on Leith St.</p> <p>3. There is a loss of amenity to pedestrians as the footways are now shared-use with cyclists at the junctions. Shared-use is completely inappropriate in busy city-centre locations. There is no overall widening of the footway either.</p> <p>4. Cyclists will come into conflict with pedestrians, particularly at the junctions.</p> <p>5. The cycle route cannot be accessed adequately from all directions at its extremities. See the Spokes submission here for more details: https://docs.google.com/document/d/1I51fzt3a2VcNpJ00hLcYPWLkoPpm3f0Rt1v95pcOXI/edit#heading=h.735uzb1chud6</p> <p>6. Proper priority is not given to cyclists & pedestrians wishing to cross the minor roads off Leith St.</p> <p>7. The cycle route is not intuitive to follow – quality cycle routes should be intuitive to follow, without needing signage.</p> <p>The reasons stated above are all contrary to the council's own policies of:</p> <ul style="list-style-type: none"> - Encouraging active travel. - Creating cycle ways fit for the 8 – 80 age range. - Prioritising pedestrians & cyclists at the top of the transport hierarchy. - Reducing toxic and greenhouse emissions. - Reducing congestion. - Reducing road danger at source. <p>I would be prepared to withdraw my objection if the following conditions are met:</p> <ol style="list-style-type: none"> 1. The segregated cycleway is continued to the top of Leith St / Waterloo Pl junction. 2. Proper priority is given to cyclists & pedestrians wishing to cross the minor roads off Leith St. 3. Shared-use areas are removed and converted to specific cycle- and pedestrian- facilities. 4. Private motor traffic is banned from the top of Leith St, and a bus gate is implemented at the Leith St / Waterloo Pl. junction. 5. The cycle route is made intuitive to follow from/in any direction. 						<p>3&4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>The CCWEL project will meet the proposed cycleway to be delivered as part of the Picardy Place redevelopment which will continue to Leith Walk and Leith Street.</p> <p>2 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>3 - Refer to item 2 above. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>The existing footway width of 1.77m to the east kerb line on approach to Waterloo Place has been improved to 2.05m but unable to improve any further due to the topography of the street, existing building lines, traffic lanes and tracking. The existing footway width (2.33m) has been retained to Greenside Row as this ties into an existing kerb line which is out with this Order.</p> <p>5 - The cycleway proposed is accessible by the following:</p> <ul style="list-style-type: none"> • Southbound: Cyclists travelling to Waverley Train Station/Calton Road will be able to use the segregated cycleway on Leith Street until it means the give way line at Calton Road. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <ul style="list-style-type: none"> • Northbound: Cyclists travelling to Picardy Place/Leith Walk will be able to join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the Picardy Place design. <p>6 - A series of signal controlled crossings are to be delivered as part of the reconstruction of Leith Street:</p> <ul style="list-style-type: none"> • Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing. • Leith Street – pedestrian crossing across Leith Street, south of the Calton Road junction. This is a new crossing. • Leith Street – pedestrian crossing across Leith Street at Waterloo Place (as existing). • Greenside Row – toucan crossing across Greenside row (pedestrian crossing as existing) • Calton Road – pedestrian crossing across Calton Road (as existing but now signalised) • Service Yard Exit – pedestrian crossing (new crossing) • Edinburgh St James car park entrance – pedestrian crossing (new crossing) 		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
16	RSO (1st)	<p>1. There will be a floating bus stop. From the description and the diagram there is not enough detail on what the final design will look like. We are particularly concerned in case there will not be 60 mm kerb segregation from cycleway and pedestrian footway. Guide Dogs research established that the lowest height a kerb can consistently be detected by sight impaired people is 60 mm near vertical kerb. This research was carried out by University of Central London https://www.guidedogs.org.uk/media/2176473/UCL_GD_Kerb_heights_report_Oct_09.pdf</p> <p>2. The problems that floating bus stops cause blind and partially sighted people are obvious. They are required to cross the cycleway to access the bus stop but often are unable to determine when it is safe to cross. It requires blind and partially sighted people to potentially step in to fast-moving virtually silent cycle traffic putting them and cyclists at risk of injury which could potentially be fatal.</p> <p>A contentions floating bus stop design has been installed further down on Leith Walk. This design incorporated a cycleway on the footway. A 400 mm tactile delineation has been provided all along the on footway located cycleway presumably in the thought that sighted impaired people can detect this. We oppose the installation of a similar design at Leith Street, firstly, as we believe that cycle ways should not be located on footways, and secondly, that the 400 mm tactile delineation effectiveness is untried and untested. Where is the research and evidence to state that this design works? We would like to know why CEC has decided to use 400 mm tactile as a delineator on Leith Walk whilst in the CCWEL project the council decided to use 60 mm kerbs?</p> <p>3. Current thinking on use of streets is that they are designed hierarchically with pedestrians and cyclists prioritised over motorised vehicles. We believe that creating street designs where cyclists are brought onto a footway is prioritising cyclists over pedestrians, which we disagree with.</p> <p>4. It is not clear from the diagram how sight impaired pedestrians are expected to be able to cross the cycleway near the floating bus stop.</p> <p>5. Greenside Row. This has a wide opening street to Leith Street. We would prefer to see sharper angles as these would be likely to reduce speed of vehicles as they turn. This junction would pose difficulty for sighted impaired people again due to the cycleway being on the footway and the inherent conflict that poses to all users. If similar types of proposed delineations (400 mm tactile) are to be used there might be a conflict between other types of tactile in the same location and thus a confusing message provided to sight impaired people.</p> <p>6. From the diagram it is unclear where and if there are to be controlled pedestrian crossings. This is a busy area and as such sight impaired people will have to rely on controlled crossings.</p>							<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&2 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p> <p>The cycleway is segregated from the footway on Leith Street generally by way of a 50mm splayed kerb. This has been specified to create a level difference between the footway and cycleway. The only exception to this is at the floating bus stop where there is no splayed kerb (i.e. no level difference between the cycleway and footway). This is segregated by way of tactile paving to the full length of the stop with a change of tactile specification to identify the locations of the zebra crossings.</p> <p>3 - The Council's transport strategy and design guidance prioritises pedestrians, cyclists and public transport, and the designs have been developed to accommodate the needs of these into account as practically possible (i.e. introduction of wider and high quality footways, introduction of segregated cycle ways and new and more appropriate bus shelter locations).</p> <p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>4 - Design matter. There are a series of informal zebra crossings which allow pedestrians to access the floating bus stop from the footway. These are delineated by way of a change in tactile specification to advise crossing location.</p> <p>5 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>6 - This is not applicable to this Order. However the following signal controlled crossings are included within the reconstruction of Leith Street: • Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing.</p>
17	RSO (1st)	<p>1. Overall this is a shift towards promoting vehicular access with a resulting loss of amenity for pedestrians. The result will be a traffic dominated space which is unpleasant and dangerous for pedestrians and cyclists.</p> <p>2. The cycles lanes proposals are perfunctory and, in effect, useless unless they continue up to link with Princes Street.</p> <p>3. This street is already a bottleneck for busses due to poor parking and congestion.</p> <p>4. This design needs to be completely re-thought with priority given to active and public transport.</p>							<p>1 - The existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3 - No parking was permitted on Leith Street previously and the same applies under the proposals in this Order.</p> <p>4 - In addition to the points included under item 1, the proposals included within the Order introduces significantly improved public realm for pedestrians through wider footways constructed in high quality materials. A two way segregated cycle provision is also provided on the eastern kerb line as well as accessibility and connectivity southbound and northbound, to Calton Road and to James Craig Walk.</p>	
18	RSO (1st)	<p>1. Leith Street should admit buses and general vehicle access only</p> <p>2. General Traffic (carriageway varying between 10.5m and 15m in width, wide enough for filter lanes and overtaking buses, will encourage more general traffic to use this route thus increasing congestion on nearby streets and for all other transport types).</p> <p>3. Parking (wide, fast access to and from car parks in Greenside Row and St James Quarter)</p> <p>4. Bus Passengers (buses will be slowed down by being overtaken by other vehicles while waiting / loading at bus stops)</p> <p>5. Pedestrians (narrow footways with frequent waiting at road crossings, conflict with cyclists in shared cycleway/footway areas).</p> <p>6. Cycling (dangerous as forced to share space with motor traffic). The proposed cycle track does not serve the dominant route i.e. journeys the length of Leith Street.</p> <p>7. Place (wide carriageway with no landscaping, seating, etc, this will simply be a conduit for traffic).</p> <p>8. "Minimum width of footway... absolute min. 2.5m (only allowed in short sections), general min 3m, desirable min 4m or wider" (ESDP, p.30). The RSO does not increase the footway width from the existing 1.5m wide pinch point on the east side near the top of Leith Street, and it will also be less than 2.5m wide adjacent to the northernmost bus stop on the east side of Leith Street. Very few areas meet the preferred 4m footway width. A very large volume of pedestrians use Leith Street and more will do so following the redevelopment of the St James Quarter, so wide footways will be needed to accommodate the different categories of pedestrians: commuters, bus passengers, shoppers, crowds leaving cinema and Playhouse etc.</p> <p>9. "Minimise corner radii (maximum 3m for all street types)" (ESDP, p.30). The RSO proposes corner radii of considerably greater than 3m at both sides of the entrance to Greenside Row. These wide, sweeping curves will encourage turning vehicles to do so at speed, and also prevent any crossing point being located at the entrance to Greenside Row.</p>						<p>5&14 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>2,5&8 - Design matter. The existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>4 - Due to the locations of the proposed bus stops, no concerns are envisaged with overtaking vehicles.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
18 Cont.		<p>10. "Provide pedestrian crossing points... Locate them at or near junctions to respect pedestrian desire lines" (ESDP, p.30). The RSO does not indicate the positions of any crossings, maybe this is a later piece of work, but crossings must be provided close to all bus stops and at the top and bottom of Leith Street. In particular, the sweeping bends at the entrance of Greenside Row will make it impossible to provide a crossing immediately beside the junction where the dominant pedestrian flow is.</p> <p>11. "Install continuous footways at all uncontrolled side junctions" (ESDP, p.30). There is no indication of what sort of crossings are proposed, but continuous footways would be appropriate for the Service Yard Exit and Calton Road junction both of which are low-traffic roads.</p> <p>12. "Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network". (ESDP, p.30) The proposed cycleway will only assist cyclists travelling south from Leith Walk to Calton Road, which is a minor flow. The majority of cyclists in this direction will be heading for North Bridge and they will be forced to share a wide road with buses, cars and delivery vehicles on a steep uphill gradient, all the way from north of Greenside Row to the top of Leith Street.</p> <p>13. Cyclists really need protection from vehicle traffic, especially in the uphill direction the full length of Leith Street, this should be provided for in the form of a 2m wide uphill-only segregated cycleway on the east side of Leith Street, leading into a large advance stop area with an advance green phase allowing cyclists to clear the junction ahead of vehicle traffic. This would leave space for two 4m wide general traffic lanes, one in each direction. The right turn from Leith Street to Princes Street could be banned for motor vehicles, and bus routes from Leith Walk to Princes Street re-routed via St Andrew Square, ensuring that all traffic southbound from Leith Street is for North Bridge only and so not delayed by congestion in Princes Street. (this need only apply south/west-bound: north/east-bound buses could continue to turn left from Princes Street into Leith Street), and northbound cyclists can share the carriageway here safely as they can go downhill at a similar speed to vehicles, as far as Picardy Place.</p> <p>14. Additionally, the RSO appears to create a shared cycleway/footway either side of the Greenside Row junction, this will presumably facilitate installation of a shared toucan crossing, set several metres inside Greenside Row. To properly accommodate the flows of pedestrians and cyclists along Leith Street and avoid conflict, segregation of pedestrians and cyclists should continue both sides and on the crossing itself and the crossing should be immediately adjacent to Leith Street and not set back.</p> <p>15. "Minimise road markings", "Consider bus lanes with parking/loading restrictions on strategic and secondary streets", "Clear width of carriageway: – Strategic streets: min 6m" (EDSP, p.30). The RSO provides a carriageway width of Leith Street far in excess of this 6m minimum, varying from 15m (5 vehicle lanes) north of the Greenside Row junction to 10.5m (3 wide lanes) at the narrowest part of the top of Leith Street. The RSO does not give any indication of how this carriageway space is to be allocated but it would appear that it will require to be painted extensively to provide bus lanes, on-road cycle lanes, loading bays, turning lanes etc. Painted road markings are liable to abuse and make the street appear cluttered.</p> <p>16. "Consider soft landscaping and street trees to conserve and enhance townscape character" (EDSP, p.30). It is disappointing that no space has been found for any trees or hedging which could enhance the environment and help to absorb particulate pollution.</p>							<p>6 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>Also refer to response to 1 above.</p> <p>7 - Design matter. Existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision. The proposals provide a significantly improved public realm through wider footway widths constructed in high quality materials.</p> <p>9 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>10 - This is not applicable to this Order. However, the following signal controlled crossings are included within the reconstruction of Leith Street:</p> <ul style="list-style-type: none"> Leith Street – pedestrian crossing across Leith Street, north of the Greenside Row junction. This is a new crossing. Leith Street – pedestrian crossing across Leith Street, south of the Calton Road junction. This is a new crossing. Leith Street – pedestrian crossing across Leith Street at Waterloo Place (as existing). Greenside Row – toucan crossing across Greenside row (pedestrian crossing as existing) Calton Road – pedestrian crossing across Calton Road (as existing but now signalised) Service Yard Exit – pedestrian crossing (new crossing) Edinburgh St James car park entrance – pedestrian crossing (new crossing) <p>11 - Design matter. No continuous crossings are proposed in the reconstruction of Leith Street. A series of signalised crossings are introduced as included under item 9.</p> <p>12 - Refer to item 6 above for southbound cyclists. Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p>		
19	RSO (1st)	<p>1. The order increases the danger and risks of collision for both people on foot and people on cycles.</p> <p>1.1 The sections on the east side of Leith Street (from Greenside Place to Greenside Row, and from Greenside Row to Calton Road) appear to be shared between pedestrian and cycle use, with no grade separation or segregation. This will lead to confusion and conflict between pedestrians and cycles.</p> <p>1.2 The section from Greenside Place to Greenside Row has a cycle track running between footways. Notwithstanding point 1.1 (where the whole area appears shared), this configuration will make the space even more dangerous as pedestrians cross between the two portions of footway over the cycle track.</p> <p>1.3 The north and south corners of Greenside Row have been designed as entirely shared space. That section of the current footway is always very busy (especially during festival periods) and it is extremely dangerous to have pedestrians and cycles mixing at that point. Additionally, the crowding and frustration generated at this junction will lead to both pedestrians and cycles attempting to cross the road when motorised vehicles are turning into Greenside Row.</p> <p>1.4 The proposal at the Calton Road junction is so bizarre that the design here should be torn up. There is no option for cycles to continue from the cycle track southwards up Leith Street to Waterloo Place. Is it assumed that all cycles will go down Calton Road? The footway is divided by the cycle track creating danger where pedestrians cross the cycle track. There is no indication that this junction will be signalised - it should be.</p> <p>2. The provision for pedestrians has been reduced.</p> <p>2.1 At the Greenside Row junction there is no area exclusively for pedestrians; it is all given over to shared space. This is a very congested area already and presumably the development of the St James Quarter will exacerbate the congestion.</p> <p>2.2 The Calton Road junction has effectively had pedestrian space removed because of potential conflict with cycles, which are also trying to use the space.</p> <p>3. Inadequate provision for cycles.</p> <p>3.1 There is no provision for cycles south of Calton Road on either side of Leith Street.</p> <p>3.2 There is no provision for cycles at all on the west side of Leith Street.</p> <p>3.3 The cycle track as designed on the east side of Leith Street North of Calton Road appears to be bi-directional. This is inadequate. The width is not as specified in Transport Scotland's "Cycling by Design" for bi-directional tracks; the cycling space is not segregated, creating conflict with pedestrians; the treatment at junctions has conflict with pedestrians designed in.</p> <p>3.4 Notwithstanding the need to have cycle tracks on both sides of Leith Street, there is no safe way for cycles coming down Leith Street from Waterloo Place to cross over to access the cycle track on the east side of the northern section of Leith Street.</p> <p>3.5 There is no safe way for cycles to continue south on Leith Street from the cycle track that ends at Calton Road.</p>						<p>1.1, 1.3, 2.1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>1.4, 2.2 There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>1.2 - The assumed area referred to is the 'floating bus stop' which will accommodate two southbound bus stops on Leith Street. This represents a significant improvement to the existing footway width in this area whereby the bus stop was previously accommodated within a constrained footway.</p> <p>1.4, 3.1, 3.5 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street.</p> <p>There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3.2, 3.4 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>3.3 - The two way cycleway is proposed as part of the RSO. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>4 - Further to the points raised above, existing carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>		

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
20	RSO (1st)	<p>1. The RSO does not contain sufficient information regarding the overall purpose of the proposed changes. In particular it is not clear how many lanes will remain for traffic and if there will be any restrictions on the type of traffic that will be allowed to use Leith Street once the RSO was implemented and/or following any improvements to Picardy Place.</p> <p>2. Given that buses will continue to be allowed to use Leith Street it is unclear where the bus stops will be and if there will be any bays provided to reduce the potential for congestion of other traffic while they are dropping of and picking up passengers.</p> <p>3. Will vehicle traffic be able to turn right across Leith Street to access the various side roads and other access points and if so how will this be managed? Will traffic light controlled junctions be provided?</p> <p>4. It is not clear how pedestrians will be able to cross Leith Street given the removal of the central reservation and how they will be able to cross some of the side roads on Leith Street (in particular the entrance to the Car Park shown on the west side of Leith Street presumably for access to car parking within the new St James Centre). Will pedestrian crossings be provided?</p> <p>5. Given that pedestrians and cyclists will be sharing the pavement at the junctions with Greenside Row and Carlton Road on the east side of Leith Street how will this interaction be controlled to ensure the safety of both?</p> <p>6. It is not clear from the RSO whether the cycle track will be two-way but given that there is only one track provided it is assumed to be two-way. If so there are sections of the cycle track where the width will make two way simultaneous travel difficult and potentially hazardous for the cyclists and any pedestrians in the vicinity?</p> <p>7. Will there be any form of separation between the cycle track and the foot path?</p> <p>8. At the end of the cycle track at the junction with Carlton Road will cyclists heading south be provided with designated lanes on Carlton Road and Leith Street?</p> <p>9. How will cyclists heading north along Leith Street from Princes Street/Waterloo Place access the cycle track or is it intended that they will use a designated cycle lane on the west side of Leith Street?</p> <p>10. At the junction of Leith Street with Waterloo Place the RSO includes an increase in the foot way at the corner which is welcomed but it is not clear whether traffic heading south along Leith Street will be able to turn left on to Waterloo Place or whether the temporary restriction put in place before the current Leith Street closure will resume. What are the plans for this junction?</p>							<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1 - The RSO was re-advertised 21st November 2017, along with the Traffic Regulation Order for Leith Street (TRO/17/81), and includes full details on the proposal to reconstruct Leith Street, including carriageway lanes, and restriction.</p> <p>2 - Design matter. However, overview is follows: Northbound: One bus stop located between Waterloo Place and the new Calton Road junction approximately in the location of the former King James Thistle Hotel. The other northbound stop will be located outside the main entrance to John Lewis. These stops will be on the road rather than in a designated bus lay-by. Southbound: Two bus stops will be provided opposite the John Lewis entrance and will be on the road rather than in a designated bus lay-by.</p> <p>3 - Design matter. New signalised junctions will be created both at Greenside Row and Calton Road as part of the reconstruction of Leith Street. Southbound: • Vehicles will be able to turn right into Greenside Row, as per existing arrangement. • Vehicles will not be able to turn right into Calton Road, as per the existing arrangement Northbound • Vehicles will be able to turn right into the new car park entrance.</p> <p>4 - Design matter. The proposals include a total of three pedestrian crossings on Leith Street in the following locations: • Waterloo Place (as per existing) • South of the Calton Road junction • North of the Greenside Row junction In addition to the above, the existing crossing over Leith Street at the John Lewis entrance will be maintained, but reconfigured.</p> <p>6 - Design matter. The two way cycleway is proposed as part of the RSO. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>7 - Design matter. A 50mm splayed kerb has been specified which creates a level difference between the footway and cycleway. The only exception to this is at the floating bus stop where there is no splayed kerb (i.e. no level difference between the cycleway and footway). This is segregated by way of tactile paving and will be similar to the 'floating bus stop' installed on Leith Walk as part of Leith Programme Phase 4.</p> <p>8 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>9 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy</p>	
21	RSO (2nd)	<p>Qualified objection Safeguarding of Vodafone apparatus and the reimbursement of costs for any works necessary. Where Vodafone's apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to Vodafone on terms and conditions acceptable to Vodafone and the reimbursement of our (WS Atkins') costs associated with the negotiation of the said wayleave. A copy of Vodafone's standard stopping-up wayleave proforma is available on</p>									
22	RSO (2nd) & TRO	<p>1. Bus Lane Removal The removal of the bus lanes and associated "Greenway" red line restrictions on stopping, loading/unloading and waiting increase the risks to cyclists who cycle on the road, particularly those cycling uphill to Waterloo Place. The new loading bays will also force cyclists to move out into the main traffic flow, a particular exposure to danger on this steeply uphill and often busy section.</p> <p>More generally, we strongly object to the Council's seemingly ongoing process of reducing bus priorities, in contradiction to its sustainable transport policies. Last year the Council scrapped all Saturday and off-peak bus lanes (despite some 150 objections); now Leith Street bus lanes are to go and there appear to be no bus priority measures in the proposals for Picardy Place despite this being termed by the Council a public transport interchange area.</p> <p>2. Access to/from James Craig Walk James Craig Walk is described in the approved planning application [Transport document, section 3.1] as "a key pedestrian and cycle route" and we understand it to be of a considerable (12m) width. We understand that no final decision has yet been taken on its detailed design, though we have strongly urged clear delineation between pedestrians and cyclists. The route will have several important functions, including: • Cyclists from the Bridges and Princes Street may use it to access Edinburgh St James itself and to connect to Elder Street. • Cyclists from Edinburgh St James and, in the future, possibly from St Andrews Square, will use it to turn left into Leith Street. • The most difficult desire line to cater for will be cyclists emerging from James Craig Walk and heading for the Bridges, Princes Street or Waterloo Place.</p> <p>3. Top (South) of Leith Street We are disappointed that dedicated provision for cyclists has not been provided up to the East End junction as this is a key route connecting Broughton Street and Leith Walk to the Bridges leading south and used by many cyclists – as demonstrated during the current closure where many journeys are made using the temporary cycleway provided. At the very least a permanent uphill route is required to help cyclists where they are slowest and most vulnerable.</p> <p>We have discussed this previously with CEC and been told that there is insufficient width to both provide cycle facilities and also to maintain throughput for vehicles. Spokes appreciates that there are limited widths at the top of Leith Street but nonetheless some of this space must be devoted to cycling – a clean, healthy mode of transport for which CEC has tough targets – even if it means reducing throughput for general traffic.</p> <p>We urge CEC to start developing plans to tackle this section as soon as possible. The status quo where cyclists find themselves squeezed in with other vehicles and often large buses at the top of Leith Street is not tolerable.</p>			*	*	*	<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>5 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p> <p>The crossing across Leith Street to the north of the Greenside Row junction is a pedestrian crossing.</p>	<p>2 - James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place. In regards to the request to maintain a left turn from Leith Street onto Waterloo Place for cyclists, this has been reviewed by the Council and the Developers design team, and it has been concluded that this left turn can be permitted to cyclists. As such, it is proposed the TRO is amended accordingly.</p> <p>4 - A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>6 - Following further dialogue with SPOKES, we are proposing to locate cycle symbol markings at the start of the segregated cycleway, where they will be visible to cyclists approaching from Calton Road. Calton Road operates as a standalone phase in the traffic signals and therefore no vehicle will enter into Calton Road when Calton Road is on a green phase. As such, cyclists will be able to join the segregated cycleway from the ASL on Calton Road.</p> <p>The banned right turn from Calton Road to Leith Street is retained under this Order, and applies to all road users.</p> <p>7 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
22 Cont.		<p>4. Rejoining the carriageway southbound at Leith Street A safe method of leaving the cycleway to continue on the southbound carriageway of Leith Street has not been provided. This is a key route for cyclists coming from Leith Walk travelling to the East End, The Bridges etc and must be safely catered for in the design.</p> <p>It seems clear from the layout of the southern terminus of the cycleway at Calton Road that cyclists can only join the carriageway onto Calton Road, and not Leith Street. We therefore assume that cyclists wishing to continue up Leith Street to the East End junction will need to use the small section of cycleway just north of the Greenside Row crossing that looks like it will permit rejoining the southbound carriageway (see diagram, left).</p> <p>We are concerned that this forces cyclists to make a dangerous manoeuvre by merging into traffic without room to do so. We also doubt that there is sufficient space within this small section to accommodate sufficient numbers of cyclists. Inspection of the TRO plans (below left) suggests that there is some space taken up with hatching in the centre of the road that should instead be reallocated to provide a safe zone for merging, as described in Cycling by Design §6.2.6 and as used in the recently opened cycle ways on Leith Walk, where the cycleway continues straight ahead into a cycle lane on the road (see diag Brunswick Rd). The 500mm buffer zone could also be included in a feed-in lane. We also have concerns about buses pulling out of the lay-by having sufficient forward visibility to see cyclists joining the traffic stream here.</p> <p>Additionally, it seems likely that cyclists unfamiliar with the layout who are looking to get to the East End junction will assume they can continue on the cycleway across the Greenside Row crossing only to find they are forced onto Calton Road as per the above. Please confirm that appropriate markings/signage will be used to avoid this confusion, though quality cycle routes should be intuitive to follow without the need for signage. A better solution might well be a signalised parallel straight across crossing of Calton Road at the south terminus of the cycleway. A further option might be to mark a cycle route to guide cyclists to use the 5. Greenside Row crossing Separate cycle and pedestrian signals should be provided at a high volume crossing like this one.</p> <p>Additionally, corner radii should be reduced to maximise space for cyclists and pedestrians. We assume that the crossing of Greenside Row is a toucan given that the order classifies the area on each side as cycleway (which will presumably be marked as shared space) rather than having separate areas on each side for cyclists and pedestrians. We are concerned that this mixing of cyclists and pedestrians will lead to conflict, particularly given that cyclists and pedestrians are otherwise expected to stick to the cycleway and footway respectively.</p> <p>Instead there should be a split crossing, e.g. similar to the one used at Forrest Road, thereby keeping cyclists and pedestrians on their respective areas and minimizing conflict. If the signalling demands that the crossing is a toucan then we urge the final design to include markings to encourage cyclists and pedestrians to keep to their respective sides.</p> <p>The cycleway at the south side of Greenside Row should be right up to the carriageway as there is no pedestrian crossing of Leith Street on this side, thereby avoiding the need for shared space on the south side.</p> <p>The cycleway on the north side stops a long way short of the Greenside Row crossing, but should be extended at least as far as the east/west pedestrian crossing (or is it a Toucan?) where conflict with pedestrians could be controlled by "give-way" markings as are proposed for the crossing to the small island further north on Leith Street or low-level signals (as at St.Leonard's Street). Our preferred option would be for the cycleway to continue up to Greenside Row with a parallel crossing marked separately for pedestrians and cyclists. This could also be designed to provide access for southbound cyclists to join the cycleway (as in 2.4/Leith Walk) and for cyclists wishing to proceed to the top (South) of Leith St, to leave the cycleway, with appropriate signalling.</p> <p>Furthermore, conflict will also be minimised by reducing the corner radii to provide additional space for cyclists and pedestrians,</p> <p>6. Northbound access to the cycleway from Calton Road There needs to be a safe method for northbound cyclists to access the cycleway from Calton Road. This is a key route for cyclists coming from Waverley and the new Caltongate development travelling to Leith Walk and must be safely catered for in the design.</p> <p>From the detailed TRO drawings we can now see that there is a straightforward route for cyclists to take from the ASZ (Advanced Stop Zone) to the northbound cycleway. However we are concerned that northbound cyclists turning right into the cycleway from Calton Road are at risk from vehicles turning left from Leith Street into Calton Road (see diagram, left), particularly as cyclists will be travelling slowly as this section is uphill. It's crucial that the final design includes measures to keep cyclists safe while making this manoeuvre. Traffic from Leith Street needs to be held from turning left whilst traffic is exiting from Calton Road. An "early release" for cyclists waiting in the ASZ would also be helpful, as would road markings showing the access path to the cycleway and arrows or other markings on the ASZ to show that cyclists should position themselves to the right of the area in order to make their turn into the cycleway.</p> <p>Also, it appears from the junction layout that the left turn from Calton Road will be very awkward for all traffic and will cause drivers to swing out potentially into cyclists turning right from Calton Rd onto the northbound Leith St cycleway. It is essential that right-</p> <p>7. Northbound cycleway access from Leith Street There is no clear method for northbound cyclists on Leith St to access the main cycleway leading down to Leith Walk. This is a key route, in fact the main route, for cyclists coming from the East End travelling to Leith Walk and must be catered for. It must be made very clear how cyclists should join this cycleway in a safe and convenient way. This must be catered for extremely well.</p> <p>It is not acceptable to force northbound cyclists through the busy Picardy Place junction (whatever form it ultimately takes). There does not appear from the detailed drawings to be any way for northbound cyclists to access the cycleway. It had previously been suggested that cyclists could use the crossing south of Calton Road and continue on the Leith Street cycleway. However the West pavement seems to be proposed as footway only. Cyclists should also be able to join the cycleway at Greenside Row, but again there appears to be no obvious access and with the proposed suspension of the cycleway short of Greenside Row, there is no easy access at this point (but see Greenside Row proposals.). More confident cyclists may find it a better option to continue down Leith Street where a better way of joining the cycleway needs to be provided at the small island at the North end of Leith St.</p>									

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
23	RSO (2nd) & TRO	<p>1. This would remove provision for cyclists - specifically, the Leith Street bus lanes will be removed and there is no uphill cycle lane beyond Calton Road cycling up Leith Street</p> <p>2. Proposed provision for cyclists is inadequate: the segregated cycleway is 2.5m wide, narrowing to 2m at the bus stop. That is too narrow for a 2-way cycle route</p> <p>3. Cycling down Leith Street, there is no obvious way to join the segregated route which will run from Calton Road down to and along Leith Walk. It seems cyclists would have to use the gyratory.</p> <p>4. It would create potential conflict between pedestrians and cyclists at the Greenside Row junction and elsewhere</p> <p>5. James Craig Walk should have a good-quality cycleable connection to Leith Street.</p>				*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button</p>	<p>1 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>2 - Design matter. The width of the two-way segregated cycleway has been designed in accordance with the Edinburgh Street Design Guidance (Part C4 - Segregated Cycle Tracks: Hard Segregation). This includes a desirable width of 2.5m and an absolute minimum of 2.0m. This document can be accessed via the following link: http://www.edinburgh.gov.uk/downloads/file/10576/c4_-_segregated_cycle_tracks_-_hard_segregation</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>5 - James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p>
24	RSO (2nd) & TRO	As per Spokes								Refer to Spokes comments above.	
25	RSO (2nd) & TRO	<p>1. I object because the bus lanes are so important in making the bus quicker than the alternative (taking my car to work) and I wish to keep it that way for air quality reasons. Making overall "traffic" faster, which I'm sure a carefully constructed model asserts this new plan will do, is not helpful if it reduces the advantage of me taking the bus over using my car.</p> <p>I will use whichever means is easier, as others do, and if you make driving easier, I will be driving.</p> <p>2. On occasion I cycle, and there's no way I will be pedalling uphill in amongst two full lanes of car drivers. The plan has a narrow, advisory cycle lane, a design which is not observed or policed to the level of bus lanes, as seen in other locations in Edinburgh. I think you must be realistic about what you will lose, if you put this plan into action.</p>				*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>2 - An overview of the proposed cycle provision on Leith Street is as follows:</p> <ul style="list-style-type: none"> Southbound: Cyclists travelling to Waverley Train Station/Calton Road will be able to use the segregated cycleway on Leith Street until it means the give way line at Calton Road. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <ul style="list-style-type: none"> Northbound: Cyclists travelling to Picardy Place/Leith Walk will be able to join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the Picardy Place design. <p>The segregated cycleway is segregated from the carriageway by a 1 metre 'buffer' zone and from pedestrians by way of a level difference and change of materials.</p>
26	RSO (2nd) & TRO	<p>1. I object to them because they unduly prioritise private motor vehicles over pedestrians, cyclists and public transport, in contravention of Scottish Planning Policy (para 273).</p> <p>2. Leith Street has been closed to motorised traffic recently due to the work on the St James Centre redevelopment. Although this has resulted in some problems, due to the restricted size of the footways, it has also had marvellous effects. Cycling between South Bridge and Picardy Place has become a far more enjoyable activity. In light of this, Leith Street should carry on being closed to private motor traffic, and instead be open only to pedestrians, cyclists and public buses. This would allow space to be re-allocated to form wider cycle ways and footways. The segregated cycling infrastructure would eventually connect to similar facilities on Leith Walk and the Old Town. Enlarged footways are crucial as the footways currently have several pinch points, which restrict pedestrian flow. An ANPR system could be used to police the closure without delaying buses, as is done on Little France Drive.</p> <p>3. I do not understand why the greenways are being removed, and at the very least these should be reinstated.</p> <p>4. Segregated cycling facilities on the southbound (uphill) carriageway should also be considered as essential.</p>				*			<p>3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>1 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>4 - There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	
27	RSO (2nd) & TRO	<p>1. I am objecting to these orders primarily because the revised plan appears to increase road space and therefore capacity for motor vehicles. Thus the design is contrary to CEC Local Transport Strategy that states "before approving any road capacity increase, the council will seek to ensure that all viable measures for shifting vehicle trips to walking, cycling public transport and car sharing, or for managing demand have been fully adopted.</p> <p>2. This street and the junction at either end (Picardy Place and the Princes Street/ Waterloo Place/ North Bridge junction) has tremendous potential to improve the experience of passing through via active travel means (primarily on foot, but also consider on bike for longer north-south city travel) as more safe and pleasant in line with Scottish Government Policy. But these options have not been fully explored at all. They certainly have not been looked at enough to assess viability of measures for shifting modes, as your local transport strategy says. The TRO and RSO design is a simple piece of traffic engineering to keep pretty much the current arrangement, in fact to make the pavements narrower in some places.</p> <p>3. One significant objection to the specific of the design is that many people on bikes go up and down Leith Street to the Bridges. So why is there not a segregated bike lane on both sides of the upper part of</p>								<p>1&2 - Carriageway space has been reduced as part of the proposals within this Order, and this reduction as well as removal of the former central reservation, has provided a significantly improved active travel provision.</p> <p>Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided on the eastern kerb line. Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road		
28	RSO (2nd)	<p>1 . There seems to be no provision whatsoever for bus lanes in the plans. This will make bus journeys through this area a nightmare.</p> <p>2. Why leave Calton Road open to Leith Street at all? It's closure didn't seem to affect traffic much, and a pedestrianised entry to Waverley would be much better.</p> <p>3. I think I may have missed my opportunity to object to the Picardy place plans, as laid out in drawing ESJ-SWE-Z1-XXX-OR-TR-02701 (I think - the image is pretty poor). If so, that's a shame, as that looks like a diabolical plan. Why introduce a gyratory? I thought those had been thoroughly discredited in the seventies? Why not just a simple 'T' junction, with more space given over for pedestrians?</p>				*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>2 - A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street and will operate in line with its existing arrangement.</p> <p>3 - The design of Picardy Place is not applicable to this Order.</p>

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
29	TRO	<p>1.Greenways/ Bus priority: The TRO removes all Greenways restrictions on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions. We cannot understand why the Council would wish to do this and we object to the Order.</p> <p>2. Footway widths: since our initial objection, we have been provided with more detail on footway widths. While we do acknowledge that there are improvements from the current substandard pavements - some of the busiest in the city - it is our understanding that 32 out of 67 sections of footway will not meet the 'desirable minimum' of '4 metres or wider' set out in the Street Design Guidance (SDG). Two sections will not even meet the 'absolute minimum' of 2.5 m laid down in the SDG, the worst of which is at the very south end of Leith Street (east side) near its junction with Waterloo Place – a key pedestrian pinch-point. The latter is the result of accommodating three lanes of road carriageway, rather than reducing this to two lanes for bus and cycle use only. In a major development such as this, in the very heart of the city, it is unacceptable that the Council's own minimum standards are not fully achieved.</p> <p>3. Junction of Leith Street/Waterloo Place: Following on from the inadequate pavement width noted above, we propose that Leith Street, south of the access to the car parks in Greenside Place and the St James Centre, should be restricted to buses, cyclists and pedestrians only until the 'City Centre Transformation' initiative has been completed. One benefit of this would be to allow widening of the footway pinch-point at the very south end of Leith Street (east side) near its junction with Waterloo Place by limiting the carriageway to two, rather than three lanes, for bus and cycle use only. Some consideration of the wider effect on traffic flows would of course be needed, and possibly measures such as street closures implemented to avoid problematic 'rat running'. However not all traffic which previously used Leith Street would in any case return after the current closure of Leith Street ends as some 'evaporation' of traffic would be expected. The current closure of Leith Street is an important opportunity to begin wider strategic consideration of traffic management in the city, which must not be missed.</p> <p>4. The proposed split footways on Leith Street north of the Calton Road junction reduce their effective width and utility for pedestrians. This would be even more inconvenient and hazardous for walking on the section between the Greenside Row and Calton Road junctions, where it is proposed that the cycleway should switch, mid-block, from one side of the footway to the other. This is a recipe for pedestrian/cyclist conflict, with the most vulnerable street users (including pedestrians who are frail or have a disability) likely to come off worst.</p>		x	x	x			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>3 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>2 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p>
30	RSO (2nd) & TRO	<p>As per Spokes</p> <p>1. Primarily the lack of and disconnected segregated cycle provision along key cycle desire lines.</p> <p>2. Secondly the removal of bus priority measures (the greenway and double red lines on Leith St) which is a retrograde step.</p> <p>3. Finally the allowance of private motor traffic up and down Leith Street when it should be a public transport and cycle priority route to maximise bus and cycle efficiency.</p>			x	x		<p>2 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>1 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018. There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p>	
31	RSO (2nd) & TRO	<p>The whole design they embody seems to be based entirely on the needs of vehicles with scant regard for pedestrians and cyclists. Thus the design will lead to safety issues with injuries and deaths for both of these latter groups.</p> <p>In addition the design will lead to continuing high levels of atmospheric pollution which the council has a legal duty to reduce.</p> <p>The whole design needs to be rethought to also remedy for the future</p>								<p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>	
32	TRO	<p>1 - De facto restrictions placed on bus services</p> <p>The TRO removes all Greenways measures on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions. Compared to the situation prior to the current temporary closure of Leith Street, this TRO constitutes a de facto restriction placed on bus services, as the effect will be to force buses to compete for space with private motor vehicles. This will inevitably have a detrimental impact on bus service journey times. This is completely unacceptable and no explicit justifications or reasons have been given for this change. At the very least there ought to be some explanation of why such a change is thought to be required. The absence of any reasonable justification means this must be objected to in the strongest possible terms.</p> <p>2 - Worsening of road safety</p> <p>The removal of the bus lanes and associated Greenways measures on Leith Street will also force cyclists to mix with heavy general motor traffic. This is contradiction to the situation prior to the current temporary closure of Leith Street, where cyclists could at least be assured of some partial segregation from general traffic by being able to legally ride in the Greenways bus lanes. The removal of red line restrictions on stopping, loading/unloading and waiting increases the risks to cyclists who cycle on the road, particularly</p>	x	x	x	x		<p>1 & 2 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>3 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p> <p>The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is</p>	<p>3&4 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
		<p>3 - Loss of amenity to pedestrians</p> <p>The proposed design of footways on Leith Street/Greenside Place north of the Calton Road junction reduces their width and represents a loss of amenity for pedestrians. This would be even more inconvenient and hazardous for walking on the section between the Greenside Row and Calton Road junctions, where it is proposed that the cycleway should switch from one side of the footway to the other. This will literally build in pedestrian/cyclist conflict, with the most vulnerable put at risk. Elderly or disabled people are likely to find the proposed layout confusing and intimidating, especially at peak times. This, coupled with extensive areas of shared use footway proposed at the Greenside Row junction effectively disadvantages pedestrians and represents an unacceptable material loss of amenity and utility.</p> <p>4 - Footway widths not in line with design guidance</p> <p>Since my prior objection to RSO/17/13, more detail on footway widths has emerged. While it is acknowledged that there are improvements from the current substandard pavements, it would appear that nearly half of the footway area proposed will not meet the "desirable minimum" of "4 metres or wider" stipulated in the council's own Street Design Guidance. Two sections will not even meet the "absolute minimum" of 2.5 metres width set out in the aforementioned guidance. Particularly problematic in this regard is the south end of Leith Street, on the eastern edge near the junction with Waterloo Place. This exceptionally narrow pavement has been created by provision for three lanes of carriageway for</p>						<p>included in the Order.</p> <p>The existing off peak loading bay on Leith Street between Calton Road and Waterloo Place is being retained. Where the loading bay is being used, a clearance of between 1.04m and 1.5m will be available between the loading bay box and the centre line to the carriageways.</p>	<p>incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>		
33	RSO (2nd) & TRO	<p>1 - This is a busy route for both pedestrians and cyclists. They shouldn't be mixed here. A cycleway should be clearly marked off from the pavement.</p> <p>2 - At the north end on the upwards side it looks like you're sending the cycleway behind a bus stop. This area is already a pinch point where it's difficult to get a wheelchair or pushchair along. Adding bikes to the mix will result in blockages. Faster cyclists will carry on using the roadway.</p> <p>The extra space for active travellers will be wasted here for the above reason.</p> <p>3 - Should not remove the greenway / bus lane. Cyclists will continue to use the road, needing the space, and buses should be getting priority still on this bit road.</p> <p>4 - Cycleway seems to peter out at Greenside Row - either join the road, or mix with pedestrians to take the logical straight route to the next part of the cycleway on the other side of the road? Unclear, recipe for conflict whichever you choose.</p>			x	x		<p>3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>1 & 4 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme.</p> <p>4 - As per comments included for item 1. A provision for cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, we have also included an addition provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p>	
34	RSO (2nd)	<p>As a cyclist who uses this road as part of her commute I would like to object to your proposals.</p> <p>Can I ask if anyone in the Council has actually tried to cycle on this uphill stretch?</p> <p>If they did, they would be very aware of how slow you cycle - even the fittest among us - compared to the speed of the traffic. They would also be aware of how much of that traffic is large buses.</p> <p>Dedicated direct cycle routes are needed not only to keep the current "brave" commuters safe but to encourage more people to take up active travel.</p> <p>The Scottish Government has doubled its active travel budget - surely that's a clear sign for your future planning of the city? There have been some positive improvements made for cyclists on Leith Walk which then seems even more surprising ECC are going backwards to implement the current proposal for Leith Street.</p>								<p>The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>The above has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p>	
35	RSO (2nd)	<p>Removal of bus lanes. Removing the bus lanes from Leith St will result in significant bus service delays when buses get stuck in private motor traffic. Private motor traffic will increase due to induced-demand, until the junction becomes very slow moving - this will also delay buses without adequate bus lanes. Removing bus lanes is also contrary to the council's own policy - Edinburgh Local Transport Strategy policy PubTrans7:</p> <p>"PubTrans7 The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended."</p>			x			<p>Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>			

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
36 36 Cont.	RSO (2nd) & TRO	<p>I object to the TRO on the following grounds:</p> <ol style="list-style-type: none"> Greenways/ Bus priority: The TRO removes all Greenways restrictions on Leith Street. This not only removes valuable bus priority but also the 'no stopping' restrictions It is my understanding that 32 out of 67 sections of footway will not meet the 'desirable minimum' of '4 metres or wider' set out in the Street Design Guidance (SDG). Two sections will not even meet the 'absolute minimum' of 2.5 m laid down in the SDG, the worst of which is at the very south end of Leith Street (east side) near its junction with Waterloo Place – a key pedestrian pinch-point. The latter is the result of accommodating three lanes of road carriageway, rather than reducing this to two lanes for bus and cycle use only. In a major development such as this, in the very heart of the city, it is unacceptable that the Council's own minimum standards are not fully achieved. Junction of Leith Street/Waterloo Place: Following on from the inadequate pavement width noted above, Leith Street, south of the access to the car parks in Greenside Place and the St James Centre, should be restricted to buses, cyclists and pedestrians only until the 'City Centre Transformation' initiative has been completed. One benefit of this would be to allow widening of the footway pinch-point at the very south end of Leith Street (east side) near its junction with Waterloo Place by limiting the carriageway to two, rather than three lanes, for bus and cycle use only. Some consideration of the wider effect on traffic flows would of course be needed, and possibly measures such as street closures implemented to avoid problematic 'rat-running'. However not all traffic which previously used Leith Street would in any case return after the current closure of Leith Street ends as some 'evaporation' of traffic would be expected. The current closure of Leith Street is an important opportunity to begin wider strategic consideration of traffic management in the city, which must not be missed. <p>I object to the RSO on the following grounds:</p> <ol style="list-style-type: none"> Pavement widths it is clear that the pavement widths proposed in the order are far below the Council's own specified standards on both sides of the street. Crossing point of Leith Street East at Greenside Row The drawing seems to imply that the entire pavement both the north and south sides of the Greenside Row corner is re-determined as cycle way from both footway and carriageway (10, 12, 16, 13). This leaves no footway whatsoever exclusively for pedestrians crossing Greenside Row. The drawing suggest that pedestrians are expected to wait in a designated cycle way before crossing Greenside Row. This is a busy pavement at all times – and is already excessively busy at certain times of the year (e.g. during the August festivals). It is unacceptable that pedestrians at this location should mix with cyclists. Of course, it would also be also extremely unhelpful for cyclists to encounter pedestrians on the cycle track. Junction of Leith Street East at Greenside Row The corner radii of Greenside Row (at 10, 16) are excessively large, which will encourage vehicles to travel fast when entering and exiting Leith Street. This is an inappropriate design for a 20 mph street. The Street Design Guidance (see above) specifies that the maximum radius for a corner of this type of street is 3 metres, and although not shown, the radii proposed are clearly far in excess of this. Circle manoeuvres, Leith Street (west) to Greenside Row I am unclear what manoeuvres cyclists are expected to make heading north from the west side of Leith Street (6) to join the cycle track on the east side (10). I am concerned at the risk of conflict between cyclists and pedestrians involved in this manoeuvre. Junction of Leith Street (east) at Calton Road 			*	*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p> <p>6 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2&5 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>7 - Greenside Row currently operates as a service road to service a number of commercial, retail, leisure, hospitality and entertainment venues and business to Leith Street and Leith Walk as well as the entrance and exit to an underground car park. This requirement does not change and as such, the kerb lines at the Greenside Row junction have been designed through tracking swept path of relevant vehicles.</p> <p>That said, the new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south as well as introducing a segregated cycleway.</p> <p>8 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>9 - A new signal-controlled junction will be created at Calton Road as part of the reconstruction of Leith Street. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway. Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>10 - Design matter. The design of the floating bus stop replicates a similar installation delivered as part of the Phase 4 Leith Programme. The Council are currently monitoring this floating bus stop for user behaviour and is due for completion late autumn 2018.</p>
37	RSO (2nd) & TRO	<ol style="list-style-type: none"> Cyclists and pedestrians are forced to share small areas of space at junctions. Cyclists & pedestrians need to have their own space, which could be accommodated by cycle ways that are more continuous and straightforward with wider crossings. The cycleway should continue up to the top (South) of Leith Street Access to and from the cycleway should be straightforward at all junctions so that for example northbound cyclists can easily join the cycleway without the need to dismount and (were the cycleway not to continue as proposed in 2) it should be easy to leave the cycleway and join the road. Again, if the cycleway does not go all the way, the removal of the bus lane increases the degree of danger to cyclists on an uphill section of road, that is in itself a challenge to some. From a public transport point of view, I object to the removal of the bus lanes as this would appear to have an adverse effect on journey times and congestion. I object to removal of the Greenway - the Greenway was already being abused in so far as there was very often vehicles parked in the bus lane/Greenway. Parking must be strictly controlled to facilitate cycling should the cycleway not be extended. There is insufficient width given over to pedestrians and cyclists, given the numbers that already use this area and certainly doesn't allow for the anticipated growth. More space needs to be taken from the roadway to accommodate this. 			*	*			<p>4,5&6 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>1 - The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). There is insufficient road space to accommodate a segregated cycle lane between Calton Road and Waterloo Place.</p> <p>3 - Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>7 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes. In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p>

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
38	RSO (2nd) & TRO	<p>Overall aims for Leith Street and Picardy Place</p> <p>1. These two areas are to be the heart of an improved shopping and entertainment district. As such the council's own policies dictate that they should be safe and pleasant to walk through, encourage foot traffic to spend time, not be choked with dangerous vehicles, be free of diesel and other particulate and chemical poisons and, finally, discourage the use of private cars.</p> <p>Detailed objections</p> <p>2. Leith street has been a polluted gutter since the construction of the St James Centre. The attempt to again squeeze four lanes of choking, noisy, dangerous motor traffic through this is startlingly backwards-looking. Instead buses, bicycles and pedestrians should be the only through traffic and each must be given dedicated space.</p> <p>Picardy Place</p> <p>3. The proposals turn this into a three-lane car-dominant nightmare. Instead, as above, private cars are to be discouraged, pedestrians should have absolute priority and all the new upcoming cycle links harmoniously incorporated.</p> <p>I am truly astonished that a council spending 10% of its transport budget on active travel, in a country that has recently doubled its active travel spend, is putting forward a design of such disjointed, vision-</p>								<p>1 - The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the carriageway lanes.</p> <p>In addition, the proposals seek to ban the left hand turn at Waterloo Place from Leith Street which facilitates an improved and wider pedestrian crossing in this area.</p> <p>Average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>2 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p> <p>3 - The design of Picardy Place is not applicable to this Order.</p>	
39	RSO (2nd) & TRO	<p>1. The removal of all Greenway restrictions on Leith Street. This deprioritises buses while also removing restrictions on waiting. Both of these will have negative consequences on the usability of Leith Street and of public transport.</p> <p>2. In several locations the planned pavements are significantly narrower than the desired minimum of 4m as set out by the council's own street design guidance. In two areas it will not even meet the absolute minimum of 2.5m. These are some of the busiest pavements in the city and this is unacceptable. If the council must choose between pedestrian space and traffic space, pedestrians should have the priority every time.</p> <p>3. The current closure of Leith Street has demonstrated that city centre traffic can manage without access to Leith Street. I propose that Leith Street opened only to buses and cycles after the closure. This will give the council a unique opportunity to assess the wider strategies of traffic management and reduction within the city.</p> <p>4. The current proposal involves split footways on Leith Street, north of Calton Road. This is undesirable for many reasons. Not least the cycleway that crosses the footway mid block which will pose hazards for cyclists and pedestrians. In all, these plans appear to prioritise traffic and promote car usage at the current levels. This is directly contrary to the council's own stated aims to reduce traffic and car use.</p>			*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>	<p>4 - There is a significant improvement to the footway widths on Leith Street between Greenside Row and Calton Road junction with the average width increasing from 3.48m to 4.59m.</p> <p>This footway is intersected by a 2.5m two way cycleway. However pedestrians will have priority over cyclists and this is demonstrated by the use of a zebra crossing and there is a level surface for pedestrians with the cycleway ramping up/down to the zebra crossing.</p>	<p>2 - The proposed footway widths to Leith Street have been significantly improved in comparison to the existing as a result of the proposals within this Order. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. In addition average footway widths either exceed or are close to the desirable minimum width of 4m for a retail/high street (strategic and secondary) footway.</p> <p>It is acknowledged there is one area which does not meet the absolute minimum width of 2.5m as set out in the Street Design Guidance. This is at the east kerb line at the junction with Waterloo Place. The existing footway width has been improved by c300mm, but unable to improve any further due to the topography and geometry of the street, existing building lines, traffic lanes and tracking.</p> <p>The south kerb line at Greenside Row also does not meet the absolute minimum width of 2.5m. The existing footway width (2.33m) has been retained at this location. However, due to the use of this street (i.e. no active frontages), we consider the design principles for Leith Street are not applicable in this location.</p> <p>3 - Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles). Reference Special Transport & Environment Committee on 25th January 2018.</p>	
40	RSO (2nd) & TRO	<p>I gather that we have a short period in which to object to your plans for Leith Street that are going to have a major dilatory effect on local residents like ourselves. As often happens, people are asked to object in busy periods like the run-up to Christmas when they are frantically preparing for the Festive Season.</p> <p>1. I object to banning the left turn from Leith Street into Waterloo Place. Regent Road is usually pretty empty and, certainly, stopping this left hand turn will only make the road emptier still. Why? Going east, you would be necessary to take a large detour up North Bridge and turn left down the heavily congested Royal Mile. Please reconsider.</p> <p>2. Surely, you're not going to remove the bus lane from the east side of Leith Street. So many buses use this route. You're just asking for congestion.</p> <p>3. I don't understand why Leith Street will no longer be Greenway. What is the reason for this? I hope this is not going to be a precursor to Leith Street becoming for buses only. This would be a disaster.</p> <p>4. I find it very worrvina that all these major traffic changes are being thrown at us. At the moment, we residents of the 'North' are cut off entirely from Southside. It is quite incredible. We do not wish to be isolated in an ivory tower. We should be part of the city. Don't split us off, for goodness sake.</p> <p>Do you care about the major impact you are having on our lives? In the terraces on Calton Hill, there are supposed to be three entrances and exits. The Regent Terrace end has been closed off because of 9/11. Royal Terrace was closed off a few years ago because of the possibility of a tramline down Leith Walk. Carlton Terrace Brae has now been closed off.</p> <p>You are making us do a circuitous route along all the terraces, exiting at the end of Royal Terrace, round the roundabout, then left down London Road and major traffic jams at the Eastern Road junction. This takes 15 minutes instead of 2 with consequent heavy mileage just to get to Meadowbank shopping centre down the road. As a result ,we no longer go there since we want to conserve fuel and our sanity. Doing a 15-minute journey instead of a 2-minute one makes no sense at all. As a result, local businesses in Montrose Terrace and Sainsbury's itself are losing business.</p>			*	*	*	<p>1 - The Order proposes to ban the left turn into Waterloo Place from Leith Street. Traffic counts and modelling were undertaken to establish the number of vehicles that currently enter Waterloo Place from Leith Street and it is not considered likely that there will be an unacceptable impact on the various possible alternative routes by displaced traffic. Banning this turn allows the existing pedestrian crossing across Leith Street, which is constrained, to be significantly improved.</p> <p>2&3 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p>		<p>4 - This is not applicable to this Order. However, Leith Street will re-open at the end of July and will operate in line with its present arrangement (i.e. pedestrians, cyclists, public transport and private vehicles).</p>	

No.	RSO / TRO	Objection Details	TRO Representations						Council Response to TRO Representations	Council Response to RSO Representations	Further Council Responses to TRO/RSO Representations
			Waiting & Loading	Stopping	Removal of Greenways	Removal of Bus Lane	Banned Left Turn to Waterloo Place	Banned Right Turn from Calton Road			
41	RSO (2nd) & TRO	<p>1. It appears that little or no thought has been given to the fact that Leith Street is an important travel corridor for cyclists, who are particularly vulnerable when travelling uphill amongst other traffic. The removal of bus lanes/greenways, and the lack of segregation for cyclists will only make this area more dangerous for those using active travel. Planned loading bays will force cyclists into traffic flow when they are already travelling slowly up a steep hill, and it appears little consideration has been given to access for cyclists to and from James Craig Walk.</p> <p>2. No space has been allocated to cyclists at the top (south) end of Leith Street. This junction is dangerous and difficult to navigate as a cyclist and given its importance as a route through the city, it is vital that cyclists are given some space to get to Princes St or the bridges safely. I often find myself wedged between buses, vans and lorries, which is dangerous and pretty scary. This is despite my best efforts to cycle safely and follow the Highway Code. I urge CEC to consider cyclists more carefully here, as a serious injury or fatality may only be a matter of time if this is not made a safer space for people on bicycles.</p> <p>3. It also appears no space is given to cyclists rejoining the carriageway southbound at Leith st, and that we would be forced out into traffic with no space to protect us. Please reconsider this design and provide us with a safe route.</p> <p>4. The volume of pedestrians at Greenside Row is far too high to allow for a shared space at the crossing. This will only create confusion and possibly aggression from pedestrians who rightly deserve to feel safe on the pavements, while cyclists simply wish to be able to cross safely without negotiating large crowds of pedestrians or being put at risk by motor vehicles.</p>	*		*	*			<p>1 - Leith Street is currently controlled under the terms of the "Greenways" Traffic Regulation Order which places red line prohibitions on the street and bus lanes at certain sections. Under the Orders advertised, the Greenway prohibitions, red lines, bus lanes and banned turns are removed and replaced with yellow line prohibitions, banned turns and a prohibition of entry.</p> <p>These Greenway prohibitions have recently been removed elsewhere within the city centre, in particular through the Edinburgh Tram route, in lieu of a uniform yellow line. There is no practical difference between red lines and yellow lines.</p> <p>Bus lanes used appropriately can be effective in providing bus priority. However it is the view of the Council and the Lothian Buses that the short bus lanes in Leith Street did not deliver priority to public transport and have not been included in the Order.</p> <p>The existing off peak loading bay on Leith Street between Calton Road and Waterloo Place is being retained. Where the loading bay is being used, a clearance of between 1.04m and 1.5m will be available between the loading bay</p>	<p>4. The Orders include an area of cycle track or shared space (i.e. for pedestrians and cyclists) at the Greenside Row junction.</p> <p>The new kerb line significantly improves the available footway width from 4.4m to 8.52m to the north of Greenside Row, and 4.49m to 6.18m to the south. It is incumbent on both pedestrian and cyclists to behave appropriately in areas which are shared. The design has provided for a generous width as highlighted above.</p> <p>Shared space was more appropriate at this location as the segregated cycleway would have compromised both footway widths and the pedestrian crossing provision across Leith Street to the north of this junction.</p> <p>This toucan crossing has been designed in accordance with the Highway Code (Rule 80) whereby both pedestrians and cyclists share crossing space and cross at the same time. These crossings are push button operated and a green signal will apply to both pedestrians and cyclists. Cyclists are permitted to ride across the toucan crossing.</p>	<p>1&3 - A segregated two way cycleway is provided under the proposals in these Orders up to Calton Road. For cyclists heading southbound on Leith Street to Waterloo Place and beyond is included prior to the Greenside Row junction, whereby cyclists can join the advanced stop line from the segregated cycleway.</p> <p>Following further dialogue with SPOKES, there is now an additional provision opposite Starbucks whereby cyclists can join the southbound carriageway prior to the Calton Road junction.</p> <p>Northbound cyclists on Leith Street travelling from Waterloo Place to Picardy Place/Leith Walk, and beyond, will continue to use the carriageway and can join the segregated cycleway via the proposed toucan crossing at John Lewis which is included within the proposed Picardy Place design.</p> <p>James Craig Walk is not applicable to this Order. However a drop kerb on the Western kerb line on Leith Street north of the Waterloo Place crossing will allow northbound cyclists to join James Craig Walk, and southbound cyclists from James Craig Walk to join the advanced stop line for cyclists on Leith Street (at Waterloo Place junction).</p> <p>2 - The existing cycle provision on Leith Street on approach to the Waterloo Place junction is to be retained under these proposals, whereby cyclists can use the southbound carriageway lanes.</p> <p>5. Refer to Spokes comments above.</p> <p>6. The proposals within the Orders represent a significant improvement to the active travel provision on Leith Street. Generally footway widths are improved to the full length of Leith Street (and on both sides) and overall represent a 32% improvement on the existing widths. A two way segregated cycle provision is also provided to on the eastern kerb line. This has been achieved by the removal of the former central reservation and reducing widths of the</p>

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Objections to Traffic Regulation Order (TRO/17/73) – Parking in the Dumbiedykes and Pleasance Areas

Item number	7.8
Report number	
Executive/routine	Executive
Wards	11 - City Centre 15 - Southside/Newington
Council Commitments	

Executive Summary

In May 2015 a private parking contractor stopped enforcing a permit scheme in the Dumbiedykes and Pleasance areas. Since then there has been no enforcement of the residents' parking places in these streets. A map of the streets concerned is provided in Appendix 1.

In August 2017 Committee approved the start of the statutory process to introduce parking controls in the Dumbiedykes and Pleasance areas. The proposals were advertised for public comment and two objections were received. A plan of the proposed parking places, as advertised, is included in Appendix 2.

This report considers the contents of those two objections, recommends that the objections are set aside and that the Traffic Regulation Order (TRO/17/73) is made as advertised.

Objections to Traffic Regulation Order (TRO/17/73) – Parking in the Dumbiedykes and Pleasance Areas

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 sets aside the objections received, and
 - 1.1.2 makes the Traffic Regulation Order as advertised.

2. Background

- 2.1 Following the end of parking enforcement by the private parking contractor, the Council has been working with local people, residents' groups and elected members to develop a solution to address parking problems in the Dumbiedykes and Pleasance areas.
- 2.2 The proposals included the introduction of a Restricted Parking Zone to prevent commuter and non-residential parking in the area and to help residents park closer to their homes.
- 2.3 These proposals required a Traffic Regulation Order (TRO) to be made to include the area within the Controlled Parking Zone (CPZ). This report details the two objections received during the public consultation as part of the TRO process.

3. Main report

- 3.1 The TRO to introduce parking controls in the areas concerned was advertised for public comment between 26 January and 16 February 2018.

Objections

- 3.2 Two objections were received to the proposals. The first was received from a resident of Viewcraig Gardens who was concerned about residents having to pay for parking permits. The second objection was received from a resident of Oakfield Place and included several points, but the main reason for objecting was the suggestion that the parking places are private land and not part of the road.
- 3.3 More detailed consideration of all the points raised in the two objections is contained within Appendix Three: Detailed Analysis of Objections.

- 3.4 Currently, since there is no enforcement of parking regulations in the parking places within the Dumbiedykes and Pleasance areas, these spaces are being used for non-residential and commuter parking which is preventing residents from parking near their homes.
- 3.5 To address inconsiderate parking problems and improve parking opportunities for residents, parking regulations require to be introduced and enforced. The purchase of residents' parking permits identifies vehicles which should be given priority to park in the area during the day and income from permits help contribute towards the running costs of the scheme.
- 3.6 Regarding the second objection, the roads around the area concerned were constructed under Roads Construction Consent (RCC) and this included the parking places. Therefore, by law, the parking places are part of the road network over which there is a public right of access and not private land. Only the Council, as roads authority, has the power to restrict the use of a road but this does not extend to the use of bollards which intend to reserve a parking place for one particular individual.
- 3.7 As the parking areas are part of the road then the Council is permitted to introduce the proposed restrictions, following the completion of an appropriate Traffic Regulation Order.

Restricted Parking Zone

- 3.8 The report to Committee in August 2017 included proposals to introduce a Restricted Parking Zone (RPZ) in the area concerned.
- 3.9 However, it is now proposed to indicate the area as part of the existing Zone 7. No changes are required to the TRO and the same regulations would apply, the only difference being the way parking restrictions are marked on street. Residents would see no difference in how restrictions are enforced.
- 3.10 This approach would benefit from not having to remove significant lengths of yellow line and avoid the need to introduce signs to indicate the waiting restrictions due to the absence of the yellow lines, thereby significantly reducing street clutter.
- 3.11 Additional benefits of this approach would be to reduce implementation costs and expediate the introduction of the parking regulations to help residents.

4. Measures of success

- 4.1 The Measures of Success of this proposal includes:
 - 4.1.1 residents being able to park closer to their homes;
 - 4.1.2 improving parking opportunities for; visitors, disabled people, carers and trades people; and
 - 4.1.3 enhancing road safety for all users.

- 4.2 It is considered that Measure 4.3 from the report to Committee in August 2017 was achieved. Further engagement with the Dumbiedykes Residents Association (DRA) on the proposed design of parking places, resulted in changes being made and the DRA approving the amendments.

5. Financial impact

- 5.1 The cost of implementing the proposals is estimated to be £50K and this will be met from within existing Parking budgets.
- 5.2 The actual cost may be lower should the removal of yellow lines and the need for waiting restriction signs no longer be required.
- 5.3 Based on current permit prices, vehicle ownership in the area and typical permit purchasing patterns, income from the purchase of residents' permits is estimated to be £13,000 per year.
- 5.4 Pay-and-display and cashless parking income, in 2016, was approximately £25,000 in Viewcraig Street and Viewcraig Gardens. The introduction of parking controls may increase and prevent lost revenue from other areas as commuters are currently able to park free of charge in the residents' parking bays.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 The introduction of parking controls will have a positive impact for disabled people. By ensuring that current advisory disabled parking places become enforceable and regularly monitored by Parking Attendants, accessibility will be improved.
- 7.2 The removal of commuter parking will generally increase parking opportunities in the area and make parking more accessible for visitors and carers making domiciliary visits in the area much easier. This will also have a positive impact on disabled people and those with additional care needs.

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 There is expected to be a positive impact on reducing carbon emissions and tackling climate change by removing free parking for commuters in the city centre.
- 8.3 The proposals will help achieve a sustainable Edinburgh because removing commuter parking will improve the quality of life of local residents. Improving parking for carers and third sector workers will help to support people with additional support needs continue to live in their own homes.
- 8.4 Removing commuters will also prevent residents circling the streets looking for an available space and contributing to congestion and pollution. The introduction of a link between permit prices and vehicle emissions will encourage residents to consider the environmental impact of their vehicles.

9. Consultation and engagement

- 9.1 Officers from Parking, Roads and Housing Teams have continued to work together to move these proposals forward and address further parking issues that have arisen in the area.
- 9.2 Discussions and meetings have continued with local residents, the DRA and elected members. In addition, numerous phone calls and e-mails have been exchanged on this matter.
- 9.3 An informal consultation between November 2016 and January 2017 sought the views of residents on parking problems in the area.
- 9.4 Further discussions with the DRA on the proposed parking places design produced positive feedback and changes were made as a result which received approval of the DRA.
- 9.5 The Scottish Government's Road Policy Team have also been kept informed of progress and remain satisfied.
- 9.6 The public consultation, as part of this TRO process, was widely advertised and only two objections were received. Due to the level of engagement with residents on this matter, this may be evidence that many residents are satisfied with the proposals and support the introduction of parking controls to address the current parking problems.

10. Background reading/external references

- 10.1 Motion submitted to the Transport and Environment Committee by former Councillor Orr on 7 June 2016, Item 9, entitled '[Residential Parking](#)'.
- 10.2 Report to the Transport and Environment Committee on 10 August 2017, Item 7.3, entitled '[Parking in the Dumbiedykes and Pleasance Areas](#)'.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

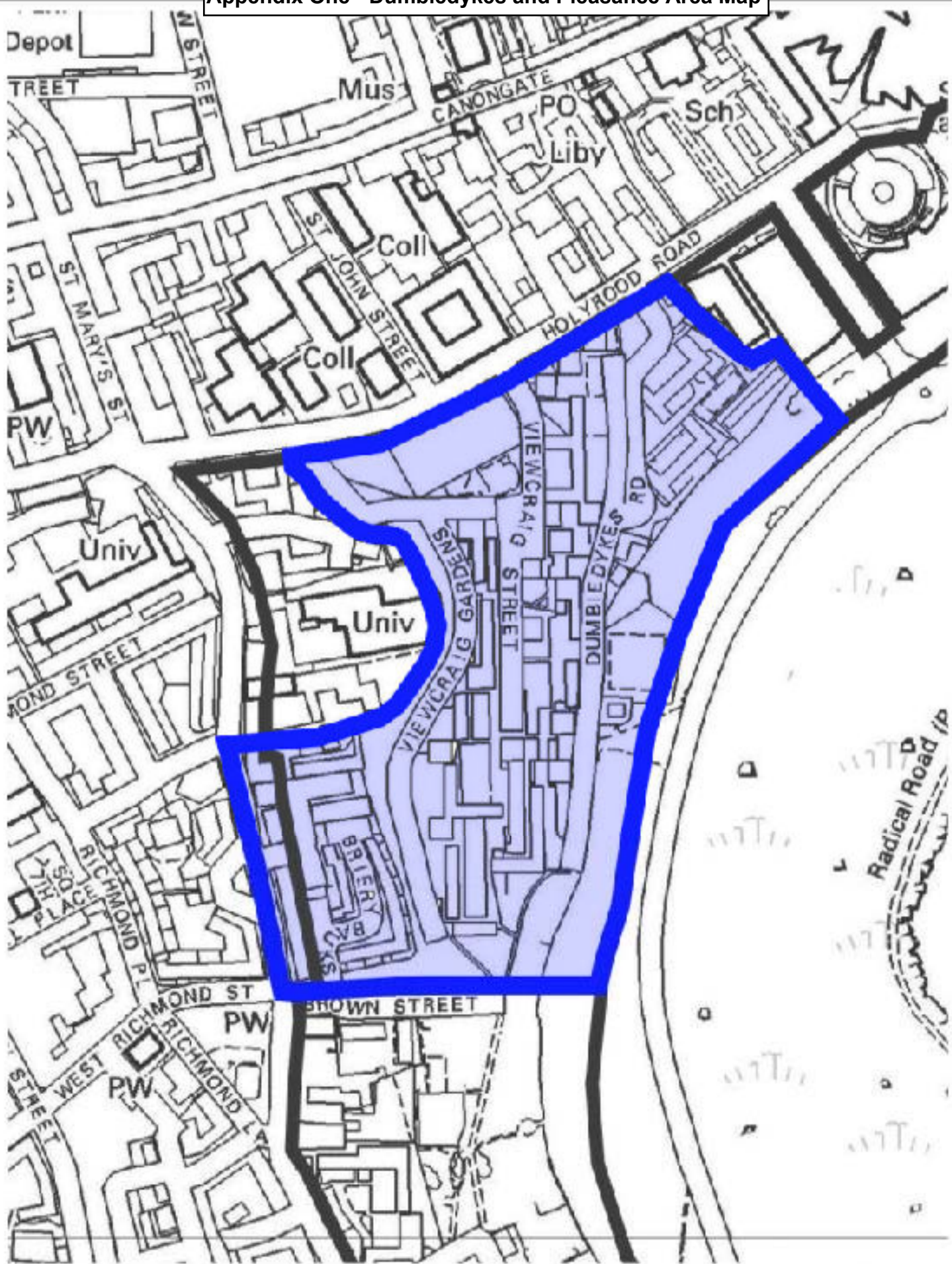
11. Appendices

Appendix 1 - Dumbiedykes and Pleasance Area Map

Appendix 2 - Proposed Parking Places in Dumbiedykes and Pleasance Area

Appendix 3 - Detailed Analysis of Objections

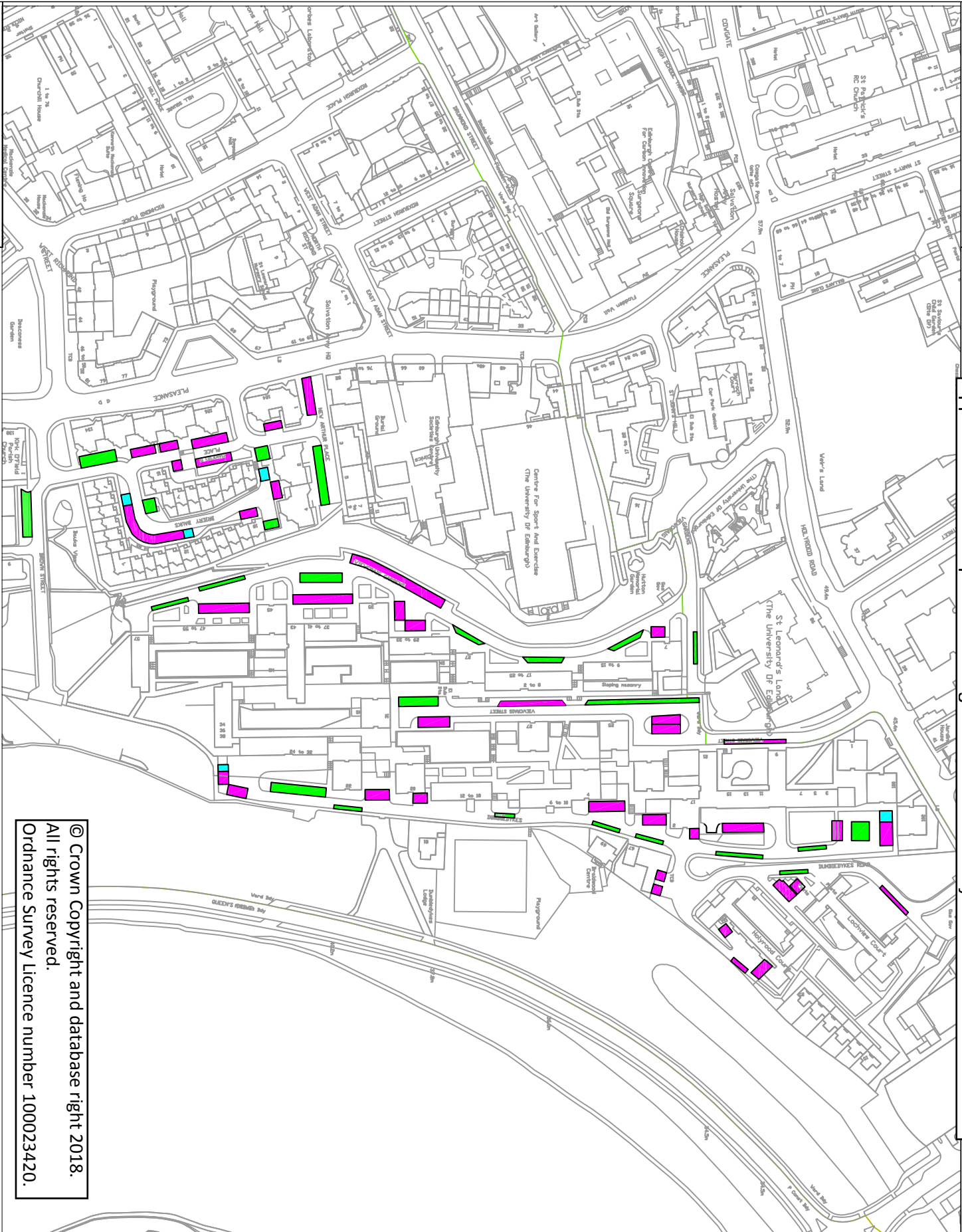
Appendix One - Dumbiedykes and Pleasance Area Map



© Crown Copyright and database right 2018. All rights reserved.
Ordnance Survey Licence number 100023420.

EDINBURGH THE CITY OF EDINBURGH: 19 JNCL	
Transport & Planning 329 High Street Edinburgh EH1 1YJ	PARKING OPERATIONS
DATE: SCALE: NTS	DRAWN BY: AJM CHECKED BY: AJM
Drg. No.	

Appendix Two - Proposed Parking Places in Dumbiedykes and Pleasance Area



- Proposed Permit Holders Only
- Proposed Shared Use Bay
- Proposed Disabled Parking Place

© Crown Copyright and database right 2018.
 All rights reserved.
 Ordnance Survey Licence number 100023420.

REVISION	DETAILS	BY	DATE

<p>EDINBURGH THE CITY OF EDINBURGH COUNCIL</p>	<p>PARKING OPERATIONS TRAFFIC ORDERS AND PROJECT DEVELOPMENT</p>
<p>Dumbiedykes Restricted Parking Zone Draft Proposals</p>	
<p>Date: DRG, NDI</p> <p>Scale: NTS</p>	<p>Drawn By: CS</p> <p>Checked By:</p>

Detailed Analysis of Objections

Issue	Instance	Council Response
<p>Residents will need to purchase a parking permit to park in the parking places during the restricted hours. Permits were previously available free of charge and these costs will have an impact on household budget.</p>	2	<p>There are costs associated with the introduction, administration and enforcement of the proposed parking scheme. Permit holders are the main beneficiaries and permit charges help contribute towards these costs. Controlled parking applies in other areas of the city centre and residents help to pay for these services.</p> <p>The price of residents' parking permits is linked to the CO2 emissions of a vehicle. Therefore, residents who choose more environmentally-friendly vehicles can benefit from lower permit prices. Disabled persons' blue badge holders are entitled to a parking permit free of charge.</p>
<p>Oakfield Place parking places are on private land, it not a through road and property owners were sold individual parking spaces when they purchased their homes from the Council. Parking areas are restricted for residents only and previous management schemes (physical barriers and signs) have worked well in the past, without any cost to residents and should be reinstated.</p>	1	<p>The Roads team have confirmed that the parking places are included within the Road Construction Consent (RCC) for Oakfield Place so are part of the road and not private land. The Housing Team has confirmed that parking places were not sold along with houses.</p> <p>A road being a cul-de-sac, dead-end or not being a through road has no bearing on whether it is a road or not.</p> <p>It is likely that when Oakfield Place was being developed the parking places were intended only for the use of residents and their visitors. However, as the current non-residential and commuter parking problems demonstrate without an effective parking management scheme in place, the residential parking places are being misused.</p> <p>As the parking places are part of the road, over which there is a public right of passage, it is not possible to restrict their use by introducing bollards, since such features would aim to restrict the parking place for the sole use of one individual. Additional information signs erected by the Housing Team have no legal status and have not prevented non-residents parking in the area.</p>
<p>Residents do not want to pay for parking permits and have never</p>	1	<p>It is unlikely that any resident would choose to pay to park outside their own home. However, the current free parking also allows non-residents and commuters to park free of charge, preventing</p>

<p>had to, so this is a fixed situation which cannot be changed.</p>		<p>residents, their visitors and, in some instances, their carers from using the parking places. Parking controls are necessary to tackle such inappropriate parking and help residents park closer to their homes.</p> <p>Controlled Parking applies in other parts of the city centre where there are high demands for parking, such as from commuters and many residents choose to pay for a permit to park during the day.</p> <p>While residents have not paid for parking permits before this does not mean that circumstances cannot change. Provided the Council follows the correct legal procedures when making a TRO, parking controls and permits charges can be introduced. It is not the Council's intention to introduce parking permits where they are not needed or supported by residents, but many residents have complained about inconsiderate parking and parking controls are the most appropriate solution to resolve this problem.</p>
<p>Residents should not be expected to park elsewhere in the larger Zone 7.</p>	<p>1</p>	<p>It is not the aim of the proposals to require residents to park in other parts of Zone 7. Once parking controls are introduced, all-day non-residential and commuter parking will be prevented and more parking opportunities will become available for residents. Thus, it will become less likely, than at the current time, that they will need to park in other streets.</p>
<p>Purchasing a parking permit does not guarantee the holder a parking place. The Council issues more parking permits than spaces available – this is unbecoming.</p>	<p>1</p>	<p>The Council does not cap the total number of parking permits issued per zone. However, parking permits are limited to two per property to manage demand and are issued on a zonal basis to allow flexibility and improve parking opportunities locally.</p> <p>In some areas, such as densely populated streets with tenements, there can be more permits issued than parking places available. Reducing the number of parking permits in circulation would mean withdrawing permits from some residents which some may suggest is also unfair.</p> <p>In the Dumbiedykes and Pleasance areas, it is expected that there will be more parking places available to residents than the number of permits purchased.</p> <p>In addition, the Council intends to introduce additional shared use parking places around the city to address the current imbalance between permits and spaces.</p>
<p>Parking controls will create further problems by allowing University students to obtain permits.</p>	<p>1</p>	<p>Residents' parking permits are not available to students living within purpose-built student accommodation in Edinburgh. However, those living within private dwellings may apply for a permit. Permits are also not available to students commuting to their place of study if that is within the CPZ.</p>
<p>Residents have to pay for visitor parking, there is a limit on the number of visitors they can have each year and this will have a negative impact on disabled people or</p>	<p>1</p>	<p>Currently, due to free parking and the inconsiderate use of parking places by non-residents and commuters there is little opportunity for visitors to park.</p> <p>The introduction of parking charges will improve parking opportunities for visitors and residents will be able to purchase visitors permits for their guests. However, they do not need to as public parking will also be available for visitors to use. Therefore,</p>

<p>those with mobility impairments.</p>		<p>residents will not be limited to the number of visitors they can receive each year.</p> <p>Each household would be entitled to 150 visitors permits per year, with each permit allowing 90 minutes of parking. In addition, disabled persons' blue badge holders can apply for a residents' parking permit free of charge and are entitled to double the allocation of visitors' parking permits and at a reduced rate.</p>
<p>The consultation is inadequate as residents living in Oakfield Place were not aware of it.</p>	<p>1</p>	<p>As part of the TRO public consultation process, the Council must make copies of relevant documents available and place a public notice in the local press. Both actions were undertaken in this case, along with:</p> <ul style="list-style-type: none"> • Street notices. • Informing elected members. • E-mailing residents. • Publishing information on the Council's website and on the public information notices portal - Tell Me Scotland. <p>Therefore, it is considered that the consultation complied with legislation and that interested parties were given opportunities to participate in the consultation process.</p> <p>Further details regarding discussions with residents can be found in the Consultation and Engagement Section of this report.</p>

Transport and Environment Committee

10.00 am, Thursday, 17 May 2018

'A' Boards and other Temporary on-street Advertising Structures

Item number	7.9
Report number	
Executive/routine	
Wards	
Council Commitments	C15 , C27

Executive Summary

On [21 March 2017](#), the Transport and Environment Committee approved a report instructing the Executive Director of Place to prepare a strategy for controlling advertising boards ('A' boards). The Committee concluded that a more strategic approach was needed over and above the current restrictions to prioritise safe movement and improve the quality of Edinburgh's streets.

Engagement has taken place with a range of organisations about the scope and deliverability of such a strategy, alongside wider public consultation. Links with other projects with a focus on reducing street clutter have also been established to ensure a holistic approach.

This report seeks approval for the proposed strategy which is for a citywide ban on all forms of temporary on-street advertising structures, not just 'A' Boards.

'A' Boards and other Temporary on-street Advertising Structures

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the findings from the consultation and engagement exercise; and
 - 1.1.2 approves the proposed strategy and the measures required to be put in place to enable delivery of a citywide ban on all forms of temporary on-street advertising structures, not just 'A' Boards.

2. Background

- 2.1 The Council (as Roads Authority) is responsible for overseeing the safe operation of public roads and footways and has a duty to protect the rights of the public to use and enjoy them. The ability of pedestrians to move safely and confidently through the public realm is extremely important to people living, working and visiting the city.
- 2.2 Obstructions on or over public footways can interfere with their legitimate use for pedestrian movement, and create potential safety hazards irrespective of their width. Obstructions not covered by the permission of a specific permit or license (or by agreement with the Roads Authority) constitute an offence under Section 59 of the Roads (Scotland) Act 1984, and the Council has the power to remove them under this legislation.
- 2.3 The Planning Authority also has powers under The Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984 (as amended) to seek consent for 'A' Boards and other advertising structures which are used for commercial purposes. However, because these items are generally removed at night, enforcement under the planning system is not practical. In addition, if a planning enforcement notice was deemed to be the appropriate course of action, the Council would have to serve a notice on itself as owner of the pavement. Consequently, the enforcement of 'A' Boards continues to be undertaken primarily by the Roads Authority.
- 2.4 In response to concerns raised regarding temporary on-street advertising structures, the Transport and Environment Committee approved a report instructing the Executive Director of Place to prepare, engage and consult on a strategy for controlling 'A' boards on 21st March 2017. It was agreed that a more strategic approach was needed, supported by a robust enforcement system, and that the

strategy needs to be consistent and fair. It was also agreed that the strategy should include clear guidance to support traders in exploring alternative ways to advertise and promote their businesses.

- 2.5 Whilst the March 2017 committee report specifically related to 'A' Boards, further assessment and engagement undertaken has confirmed that the scope of this strategy should include all forms of temporary on-street advertising structures. This includes items such as 'feather flags', adverts for businesses affixed to stationary bicycles and box signs. The proposed strategy set out in this report therefore covers all forms of temporary on-street advertising structures.

3. Main report

- 3.1 The Council is committed to protecting and enhancing the city's environment and economy. A number of the Council's Commitments recognise the positive impact that good quality public spaces have in contributing to the city's success as a place in which people want to live, work and visit. The minimisation of street clutter contributes to the creation of good quality public spaces.
- 3.2 Council Commitment [No. 27](#) specifically seeks the reduction of street clutter to improve accessibility. Stronger and more consistent control of obstructions such as temporary on-street advertising structures will make a significant contribution to meeting this Commitment.

Policies, Strategies and Guidance

- 3.3 The Council has approved policies, strategies and guidance which support the protection and enhancement of the public realm. Key citywide documents include Edinburgh's [Public Realm Strategy](#) (2009), the [Economic Strategy](#) (2018), the Edinburgh [Local Development Plan](#) (2016), the Edinburgh [Street Design Guidance](#) (2015), the [Local Transport Strategy](#) (2014), the Edinburgh [Design Guidance](#) (2017), and Planning [Guidance on Advertising, City Dressing and Sponsorship](#) (2013). Minimising street clutter is a key component in meeting the aims and objectives of these policies, strategies and guidance.
- 3.4 The current Guidance on Advertising, City Dressing and Sponsorship states that where permitted, 'A' Boards must be carefully located to avoid causing a hazard or obstruction to pedestrians. This guidance is currently under review. Proposed revisions will seek to align with the strategy on temporary on-street advertising structures once agreed.
- 3.5 The recently approved [Public Spaces Protocol](#) and other regulatory policies relating to the operation of public spaces focus on ensuring that the public realm is well managed and supports inclusive accessibility. The reduction of street clutter is a key part of this.
- 3.6 The recently approved [Locality Improvements Plans](#) (2017) set out priorities for the city in response to specific local circumstances, reflecting the views of communities

and partner organisations. Actions include the development of a programme of street de-cluttering to improve access for pedestrians.

- 3.7 Partner organisations such as Edinburgh World Heritage and Historic Environment Scotland also place the reduction of street clutter high on their agenda. One of the priorities set by the Edinburgh World Heritage Management Plan is to de-clutter the streets to ensure ease of pedestrian movement, aid visual order, maintenance and servicing.

Current Policy on 'A' Boards

- 3.8 The Council's current policy relates to 'A' Boards only, and imposes a ban on the Royal Mile, Princes Street, Rose Street and Rose Street Lanes, with controls over siting and size elsewhere.
- 3.9 The ban on the Royal Mile, Princes Street, Rose Street and Rose Street Lanes streets was imposed in 2010 following concerns from residents living in the City Centre Neighbourhood Partnership area. In 2014 it was agreed to continue with the ban on these streets given its initial success.
- 3.10 Despite the policy having been in place for a number of years there has been an increasing lack of adherence to it. This has led to confusion about the nature of the restrictions, where they apply and, as a result, explanation and enforcement of the policy by the Council has been challenging. Many businesses and business representatives feel that a clearer more consistent approach is needed so that there is a 'level playing field' for all businesses.
- 3.11 Appendix 1 contains the Council's current 'A' Boards policy.

Need for Stronger Controls on Temporary On-Street Advertising Structures

- 3.12 Over the years, concerns have been raised by the public and organisations including community councils, Living Streets, The Royal National Institute of Blind People (RNIB) and the Edinburgh Access Panel about the adverse impact that temporary on-street advertising structures have on pedestrian safety and access.
- 3.13 These concerns have come through a number of channels, including:
- 3.13.1 Input gathered from communities through engagement exercises such as the development of Locality Improvement Plans;
 - 3.13.2 Issues raised at community council meetings;
 - 3.13.3 Findings supporting studies undertaken to inform guidance such as the Town Centre Supplementary Guidance 'Public Life Street Assessments';
 - 3.13.4 Various correspondence including complaints to the Council via emails, letters and phone calls;
 - 3.13.5 'Street Audit' findings undertaken by Living Streets; and
 - 3.13.6 Testimonials from members of organisations including the RNIB and the Edinburgh Access Panel.

- 3.14 Whilst all pedestrians are impacted by the placement of temporary on-street advertising structures on pavements, particular concerns have been raised by people with disabilities especially those with sight impairments and mobility difficulties such as wheelchair users. The elderly and people with pushchairs can also find navigating streets particularly challenging. These concerns increase further on, but are not limited to, narrower and busier streets, where many describe moving along pavements with advertising structures on them to be similar to traversing an obstacle course. Concerns have also been raised that some structures restrict visibility for pedestrians and drivers causing further safety concerns.
- 3.15 One of the key concerns for visually impaired people about temporary on-street advertising structures which are not comparable to fixed items such as bollards, road signs and bus shelters, is that their positions can change from day to day, thereby creating an unpredictable situation. The risks of tripping and falling over these items are therefore greater, and this risk is greatest for visually impaired people some of whom rely on memory to navigate the public realm. The lightweight portable nature of the majority of these structures also raises serious safety issues in windy weather. In some instances, the level of obstruction caused by the placement of these structures force pedestrians to step into the road, which creates additional safety implications.
- 3.16 Safety concerns have also been raised by the Council's Public Safety section and Police Scotland Operation Planning and Counter Terrorism. These concerns primarily relate to pedestrian safety at mass gatherings, where advertising structures contribute to restricting crowd movement potentially causing injury through collision or trips. Significant concerns also relate to the risk that structures could be used to conceal terrorism-related devices, particularly the enclosed tour board box-style signs which tend to be focused along the Royal Mile.
- 3.17 In addition, concerns have been raised by the public and organisations including Edinburgh World Heritage and Historic Environment Scotland about the detrimental visual impact that these structures have on the city's streets. These concerns particularly relate to, but are not limited to, sensitive historic areas including the Edinburgh World Heritage Site. Cumulatively, these structures can significantly detract from the appearance of the city's streets, where the emphasis should be about the quality of the public realm along with the character of the buildings and the uses within them.
- 3.18 The nature and quantity of concerns raised confirm that the scale of the problem is significant and requires action.
- 3.19 Ultimately, the Council is responsible for the city's streets and has a duty to ensure that everyone regardless of their circumstance, is able to use and enjoy them with confidence. Whilst the Council recognises that businesses have concerns about stricter controls on temporary on-street advertising, the pavements are a public resource and their effective use by the public is therefore the Council's highest priority.

Consultation and Engagement

- 3.20 In order to explore the issues surrounding temporary on-street advertising structures in more detail, a workshop was held with key stakeholders in November 2017. Attendees included representatives from Living Streets, Traders Associations, the Royal National Institute of Blind People (RNIB), the Edinburgh Access Panel, Business Improvement Districts (BIDs), and various community councils.
- 3.21 Workshop attendees all agreed that the city's pavements should be as safe and accessible as possible, and many felt strongly that minimising temporary on-street advertising would make a significant contribution to achieving this. Attendees also agreed that if the Council is to implement stricter controls, the message needs to be clear, evidence-based and supported by a robust enforcement system. Some attendees also agreed that removing temporary on-street advertising structures would have a positive impact on businesses because pedestrian flow and footfall would be less restricted.
- 3.22 Attendees were keen to understand what the Council is doing to reduce other forms of street clutter, and emphasised that a holistic approach is required to tackle forms of street clutter. A number of attendees were concerned about the impact that stricter controls would have on attracting trade.
- 3.23 In February 2018, a meeting was held with business representatives from the Federation of Small Businesses, the BIDs and the Council's Business Gateway service to further explore the potential impacts for businesses if stricter controls are implemented. The group discussed ways in which the Council could improve their engagement with businesses and that guidance on appropriate forms of advertising would be beneficial.
- 3.24 The business representatives confirmed that they were supportive of the creation of safer and more accessible streets. However, they were concerned about the potential loss of trade for businesses if a ban were to be introduced and enforced. They also emphasised that a holistic approach to decluttering the city's streets is needed rather than focusing solely on temporary on-street advertising structures, as this would be a much fairer and effective approach.
- 3.25 The Federation of Small Businesses has engaged with their members since the meeting in February to gain views on the prospect of stricter controls. It has also discussed the matter with RNIB to better understand their perspective. A Briefing Paper was prepared following this engagement which acknowledged that many local businesses are sympathetic to the goal of decluttering Edinburgh's streets. However, views were reiterated that whilst on-street advertising contributed to street clutter it was not the sole culprit, and any serious attempt to reduce it must be done holistically.
- 3.26 The Briefing Paper stated that responsible use of advertising structures provides a vital service to businesses, and stricter controls will place additional burdens on them particularly in areas where business face disruption such as those along the proposed tram extension route. The Briefing Paper concluded that continued

engagement with businesses is crucial and any associated guidance needs to be as supportive as possible. The Briefing Paper also recommended that an audit of advertising structures in the city should be undertaken, and that enforcement of the chosen strategy must be fair and consistent.

- 3.27 In March 2018, focused public consultation was undertaken around the prospect of stricter controls on temporary on-street advertising structures. Letters were sent to all businesses across the city which contained a link to an online questionnaire, and various social media platforms were also used to gather views.
- 3.28 498 people completed the questionnaire and 52 people commented on the Council's Twitter and LinkedIn pages and by email. 226 respondents confirmed support for a citywide ban, and 188 respondents confirmed that they did not support a citywide ban. Various suggestions were also made alternative methods of control, such as partial bans only on narrow streets or within historic areas, and some felt that the current policy should be retained. A summary of the comments made on the prospect of stricter controls are set out in Appendix 2.
- 3.29 The questionnaire also asked what the Council could do to help support and promote businesses should stricter controls be implemented. Suggestions included the provision of clear guidance on permitted forms of advertising and suggestions for alternative proposals for signage for hard to reach businesses.

Options for Controlling Temporary On-Street Advertising Structures

- 3.30 Various options have been explored since the March 2017 Committee to determine the most effective strategy for controlling temporary on-street advertisements. The options were as follows:
- 3.30.1 Option 1: Retain the existing policy and amend it to cover all forms of temporary on-street advertising structures;
- 3.30.2 Option 2: Extend the partial ban to key areas, with restrictions elsewhere; or
- 3.30.3 Option 3: A complete citywide ban.
- 3.31 The options were assessed against key criteria to establish whether they would:
- 3.31.1 Significantly contribute to improving pedestrian safety and accessibility;
- 3.31.2 Significantly contribute to improving the appearance of the city's streets;
- 3.31.3 Significantly contribute to delivering the relevant Council Commitments, policies, strategies, and guidance;
- 3.31.4 Be clearly understood;
- 3.31.5 Be fair to all businesses; and
- 3.31.6 Be sustainably enforceable, taking account of available resources.

Option 1: Retain the existing policy and amend it to cover all forms of temporary on-street advertising structures

- 3.32 This option would not make any significant contribution to ensuring that pavements were less cluttered, and as a result, it would not make any significant improvements

to pedestrian safety and accessibility, or visual amenity. This option would not make any significant progress towards delivering the requirements of the relevant Council Commitments, policies, strategies and guidance.

- 3.33 In addition, this option would not resolve the challenges outlined with the current policy such as confusion about what controls are expected where, and that controls unfairly prejudice certain streets and do not create a 'level playing field' for all businesses. All these factors have led to a lack of compliance by some businesses and a challenging task in terms of enforcement.
- 3.34 Whilst it is acknowledged that a programme of awareness building could be initiated to remind businesses about the requirements of the current policy to tackle any current confusion, this would still not resolve the overall need to implement a strategy which can make significant improvements to pedestrian safety and accessibility, and to visual amenity.

Option 2: Extend the partial ban to key areas with restrictions elsewhere

- 3.35 Various areas where the ban might be extended were explored. These areas included the World Heritage Site, designated city and town centres, and designated city, town and local centres (centres as defined by the Local Development Plan).
- 3.36 Whilst it seems logical to concentrate on areas of visual/historic sensitivity and/or areas of higher footfall such as designated shopping areas, this would not resolve confusion about where certain restrictions start and end, and would still remove the possibility to create a 'level playing field', as with Option 1.

Option 3: Complete citywide ban

- 3.37 A citywide ban would make a significant contribution to improving the pedestrian safety and accessibility and visual amenity of a large proportion of the city's streets across the whole Council area. A citywide ban would therefore make a significant contribution to resolving the concerns raised and delivering relevant Council Commitments, policies, strategies and guidance relating to minimising street clutter.
- 3.38 This approach represents the clearest way to control temporary on-street advertising and would resolve ongoing confusion over what is allowed where. It would also be fair, resulting in a 'level playing field' for all businesses, ensuring that the same rules apply for all.
- 3.39 The enforcement of a citywide ban would be less complicated, more sustainable and would remove any potential dubiety about whether an advertisement meets siting or size restrictions.
- 3.40 The proposed strategy is therefore for a citywide ban on all temporary on-street advertising structures.

Implementation of the Strategy

- 3.41 The implementation of a citywide ban on all temporary on-street advertising structures will require a careful and phased approach. Sufficient time will be required to allow businesses to explore alternative ways to advertise their

businesses before the ban comes into place. The Council is committed to supporting businesses through this process.

Timing and Communication

- 3.42 Communication to inform businesses of the decision will be undertaken as soon as possible after the committee meeting.
- 3.43 Communication will involve letters to businesses, social media updates and a drop-in event which will allow people to discuss any concerns and alternative advertising strategies. The event has the potential to provide information on related business topics such as training on the use of social media and to involve external organisations such as the Federation of Small Businesses.
- 3.44 In addition to the initial communication and drop-in event following Committee's decision, a one-stop-shop webpage will be created to provide information and links to relevant guidance to respond to questions about the various types of advertising that business can undertake. This tool will be particularly useful for premises which are listed or within conservation areas where tighter restrictions exist. However, this will not remove the need to assess proposals individually as part of the Planning process, where consent is required.
- 3.45 It is proposed that the ban should not come into place until late autumn 2018 - after this year's summer Festival where there will be many diverse temporary structures in the city's streets. The Festival is an exceptional period in the city's events calendar, and many relaxations to restrictions operate during this time.
- 3.46 The implementation of the ban in late autumn 2018 would give businesses a reasonable timeframe to develop alternative strategies if required. The ban would also therefore be in place for the busy Christmas period.

Enforcement

- 3.47 Enforcement of the ban will require a dedicated team for the first 12-18 months to ensure awareness and compliance, and the team would cover the city on a phased area-by-area basis. This approach is comparable with the enforcement model agreed for the Trade Waste project which was considered to be extremely effective.
- 3.48 Where a breach has been identified, the team would engage with the business in the first instance to seek compliance before taking enforcement action. Enforcement action would then consist of removing the offending item(s) and storing them in a secure location, then issuing an invoice to the business to recover costs with the allowance of 21 days for the item(s) to be recovered. If the item(s) is not recovered within 21 days it would be discarded.
- 3.49 A more efficient system is currently being explored by the Council's Legal service, where the team could issue on-the-spot Fixed Penalty Notices (FPN) which would eliminate the need to remove, store and dispose of items. However, legislation does not currently enable the use of FPNs for this purpose, and a byelaw or a change to primary legislation would be required. This process will take time and it is unlikely to be in place before late autumn, however it is worthwhile pursuing for the longer term due to the efficiencies it would create.
- 3.50 The enforcement of the ban after the initial 12-18 month period will be reviewed and tailored to suit requirements within existing resources.

Challenges and Opportunities

- 3.51 The Council is committed to working with businesses who have concerns about the impact that a ban on temporary on-street advertising will have on their viability, and will explore alternative advertisement methods with them. The Council's Business Gateway service also provides advice and training for businesses, including matters related to business growth and promotion.
- 3.52 The Council is extremely sympathetic to businesses which are hard to reach, such as those located down closes and within basements. Walking tour businesses also face challenges in that they generally do not have premises close to their meeting points. Bespoke advertising solutions will therefore be explored with these kind of businesses. Options in historic areas or on listed buildings will need to respect the sensitivities of these locations.
- 3.53 Businesses fronting streets which are undergoing regeneration or periods of change such as those impacted by tram works also face challenges in drawing customers into their premises. Opportunities to enhance the advertising for these premises, such as placing them on construction hoardings, will be explored as required.

Requirement for a Holistic Approach to Minimising Street Clutter

- 3.54 Whilst this report focuses on temporary on-street advertising structures, it is acknowledged that there are many other items in the street such as signage, bollards, bins and bus stops which constitute clutter.

- 3.55 Minimising street clutter requires a holistic approach across all Council services and progress continues to be made in delivering improvements across the city. However, a balanced approach is also needed where infrastructure is required to ensure safety, provide a service or information, or direct movement.
- 3.56 The approval of new technical factsheets in December 2017 associated with the Edinburgh Street Design Guidance represents a positive step forward in the Council's commitment to minimising street clutter. The aim of these factsheets is to guide services involved in street management and design in delivering consistent and joined-up solutions across the city. The 'Minimising Street Clutter' factsheet is particularly relevant and tackles signage, road markings, surface materials and street furniture including bollards, planters, cycle racks, lighting and bins, setting out ways in which items can be consolidated, reduced or removed. However it should be noted that the majority of action in connection with these new factsheets will be incremental as funding becomes available.
- 3.57 Recent de-cluttering projects include the implementation of the Council's new trade waste strategy, large scale public realm improvement projects such as the regeneration of Grassmarket, and the targeted removal of pedestrian guardrails within the city centre. In addition, the primary focus of the Central Edinburgh Transformation project is to make enhancements to streets and public spaces, and decluttering will be a critical element of this as the project progresses.
- 3.58 In terms of on-street advertising, the Council is in the process of installing a series of advertising drums across the city which will consolidate information about cultural and community events. One of the key reasons for the drums is to reduce the potential for illegal fly posting which was having a detrimental impact on the appearance of the city's streets. The suitability of each structure with regard to impacts on pedestrian movement, road safety and visual amenity is in the process of being fully assessed through the Planning process.
- 3.59 The Council uses lamppost wraps to share service information or for directional purposes for short periods of time. Whilst these wraps can create temporary visual clutter, they are an extremely effective way of sharing important messages about the Council's services. As such, their use is proposed to continue for the foreseeable future. Their impact on pedestrian movement is minimal given that they are wrapped around existing lighting columns. Specific locations and a design template for the wraps is in the process of being formalised to ensure a consistent approach across the city.
- 3.60 During the Edinburgh Fringe Festival in August, the city centre is temporarily transformed with signage and structures to support various events and shows. The Festival represents an extraordinary period in the city's events calendar, and as an internationally recognised event, it brings with it thousands of visitors which provide a significant boost to Edinburgh's economy. Having regard to this, there has been a long-standing acceptance that many of the restrictions that are in place throughout the rest of the year are relaxed. Notwithstanding this, the Council continues to work closely with signage and event organisers and reviews infrastructure each year to

ensure it meets with public safety requirements and respects particularly sensitive sites.

- 3.61 The Council is embarking on a new strategy for wayfinding across the city centre to provide welcome and orientation, promote walking and encourage wider exploration of the city. This project will result in the replacement, and, where possible, the consolidation of existing infrastructure. The use of existing street furniture is also being explored. Any new structures will be designed and sited to minimise impacts on pedestrian movement and visual amenity.
- 3.62 Continuing to link into projects managed by partner organisations, such as the Edinburgh World Heritage 'Twelve Closes' project, is also critical to ensuring that interventions deliver enhanced pedestrian environments. In addition, continuing to work closely with representative groups such as BIDs to create attractive pedestrian environments within which businesses can thrive and feel part of a recognised destination is also key.

4. Measures of success

- 4.1 Success will be measured by:
- 4.1.1 The removal of all individual business-related temporary on-street advertising structures placed on pavements and other public land;
 - 4.1.2 An improvement in the safety, accessibility and appearance of the city's streets; and
 - 4.1.3 A reduction in the concerns and complaints received about temporary on-street advertising structures.

5. Financial impact

- 5.1 Enforcement of the ban will require a dedicated team for the first 12-18 months to ensure awareness and compliance. Funding for at least two additional staff, equivalent to approximately £100,000 per year, has been approved to support this. This budget would also support the communication campaign costs and costs associated with vehicles / storage.

6. Risk, policy, compliance and governance impact

- 6.1 There is no adverse risk, policy, compliance or governance impact from this report.

7. Equalities impact

- 7.1 Improvements in the operation and management of streets will have a positive impact on all street users by enhancing the usability of streets. Streets are a public resource and this proposal actively seeks to protect their primary role for public use.

- 7.2 An Integrated Impact Assessment has been completed for this project. The proposal will have a positive impact on all population groups, with the greatest impact being on people with disabilities and mobility challenges including the elderly, partially sighted or blind people, and people with pushchairs.

8. Sustainability impact

- 8.1 This project will have a positive impact on the City's resilience to climate change and carbon emissions as it will result in the enhancement of the pedestrian environment and will contribute to encouraging walking.

9. Consultation and engagement

- 9.1 Engagement and consultation with various stakeholders and the wider public has been undertaken. Key elements included a stakeholder workshop, a meeting with business representatives and an online questionnaire. Internal engagement has also been held with various Council services. A summary of the outcomes of the engagement and consultation process is set out in section 3 of this report.

10. Background reading/external references

- 10.1 [Transport and Environment Committee Report on 'A' Boards](#) (21st March 2017, Item 7.6).

Paul Lawrence

Executive Director of Place

Contact: David Leslie, Service Manager and Chief Planning Officer

E-mail: david.leslie@edinburgh.gov.uk | Tel: 0131 529 3948

11. Appendices

Appendix 1 Current 'A' Boards Policy

Appendix 2 Results of Public Consultation



The Roads (Scotland) Act 1984 gives the City of Edinburgh Council as Roads Authority the legal power to control obstructions placed on public roads and footways. Such space is clearly limited and your co-operation in the following matters is accordingly appreciated. Further information on all these issues can be obtained by contacting the Roads Team within your Locality Office – call 0131 200 2000 and ask the operator to connect you to the office responsible for your area.

A-boards on Public Footways

These guidelines apply to A-boards and similar objects which may be placed on a public highway for the purpose of advertising a business. Goods for sale on the public footway are not permitted. Other decorative objects can only be placed on the footway with the written consent of the Council.

- A-boards are not permitted on :-
 - Princes Street
 - The Royal Mile (or at the top of adjoining Closes)*
 - Rose Street and Rose Street Lanes *
- The Council, in its attempts to minimise street clutter and to provide safe and clear access for pedestrians, may continue to prohibit A-boards from other streets in the city as part of a local or city-wide approach. A consultation process will usually be carried out prior to any such changes.
- Only one A-board is permitted per premises.
- A-board sizes should not exceed 1.0 metres in height (From the top of the footway to the top of the board) and 0.75 metres in width.
- The A-board must be placed directly outside the frontage of the business, either against the building or adjacent to the kerb.
- At least 1.5 metres of footway width must remain clear for pedestrians at all times.
- If the premises hold a Tables and Chairs Permit, the A-board must be displayed within the area allocated for tables and chairs. A-boards are not permitted in tables and chairs areas on any of the streets listed above.
- A-boards must be kept clear of service ducts and access chambers. They should be free standing and not attached to items of street furniture or fixed to the footway.
- A-boards must be visible to the partially sighted and should not be placed on the footway during darkness or in the event of inclement weather, especially during windy conditions.
- In placing an A-board on the footway, Proprietors / Managers indemnify the Council against any claims which may arise in relation to this obstruction.

Please note that in all cases priority is given to pedestrians and the Council will use its authority to control obstructions and ensure that pedestrian access is maintained. If premises fail to respond to a request to reposition or remove an A-board, the A-board will be uplifted by the Council and the cost of doing so will be recovered from the business.

*Royal Mile, Rose Street and Rose St Lane businesses allowed 1 x single sided board (per property) propped against building wall. The board size should not exceed 1.0m in height and 0.75m in width.

PTO



Display of Goods for Sale on Public Footways

- It is an offence to display goods for sale on a public footway outside a shop; this includes the display of fruit and vegetables and clothing. The only exception is the display of newspapers, however written consent from the Council will be required for any display stand.
- You can be fined up to £1000 for this offence.
- If you are instructed to remove your goods from the public footway by a Council official or by a Police constable in uniform, you must do so immediately. Failure to comply will result in the goods being removed and the trader will be charged for all associated costs.

Trade Waste Bins on the Public Road

- Trade Waste bins should not be placed on the public footway or carriageway without the consent of the Council. It is the responsibility of owners of premises to ensure that they have provision for off road storage of trade waste and consent will not normally be given.
- It is only acceptable to put bins out on the day of collection / emptying.
- If a business does not have sufficient space for storage within their premises, they should seek an alternative, smaller bin from their supplier. In some premises, hygiene regulations prohibit the use of certain types of bin from being stored internally. In these cases, the Food Hygiene service will be happy to advise on alternative forms of storage which will be acceptable.

Tables and Chairs on the Public Footway

Tables and chairs should not be placed on the public footway without the consent of the Council. Applications for consent can be obtained from Road Services on 0131 529 3705 or at www.edinburgh.gov.uk .

- Tables and chairs are not permitted on Princes Street.
- The approved area to be used for tables and chairs will be defined on a drawing with clear dimensions. The business will be responsible for ensuring that customers do not sit outwith that area and that tables and chairs are not placed on the footway outwith the approved hours.
- Any A-board or other approved advertising material must be kept within the defined area.
- A-boards are not permitted in tables and chairs areas on any of the streets listed overleaf.
- Tables and chairs will not be permitted beyond the frontage of the premises, nor at locations remote from the frontage.
- Tables and Chairs must not be stored on the public footway out with the authorised times.
- If maintenance works are required in the area occupied by tables and chairs (eg. footway repairs, utility works, building development operations) then the tables and chairs must be removed for the duration of the works. No refund of the permit fee will be made.
- If there is any breach of the conditions attached to the approval, then the permit may be withdrawn and the tables and chairs may subsequently be removed by the Council

For and on behalf of the City of Edinburgh Council

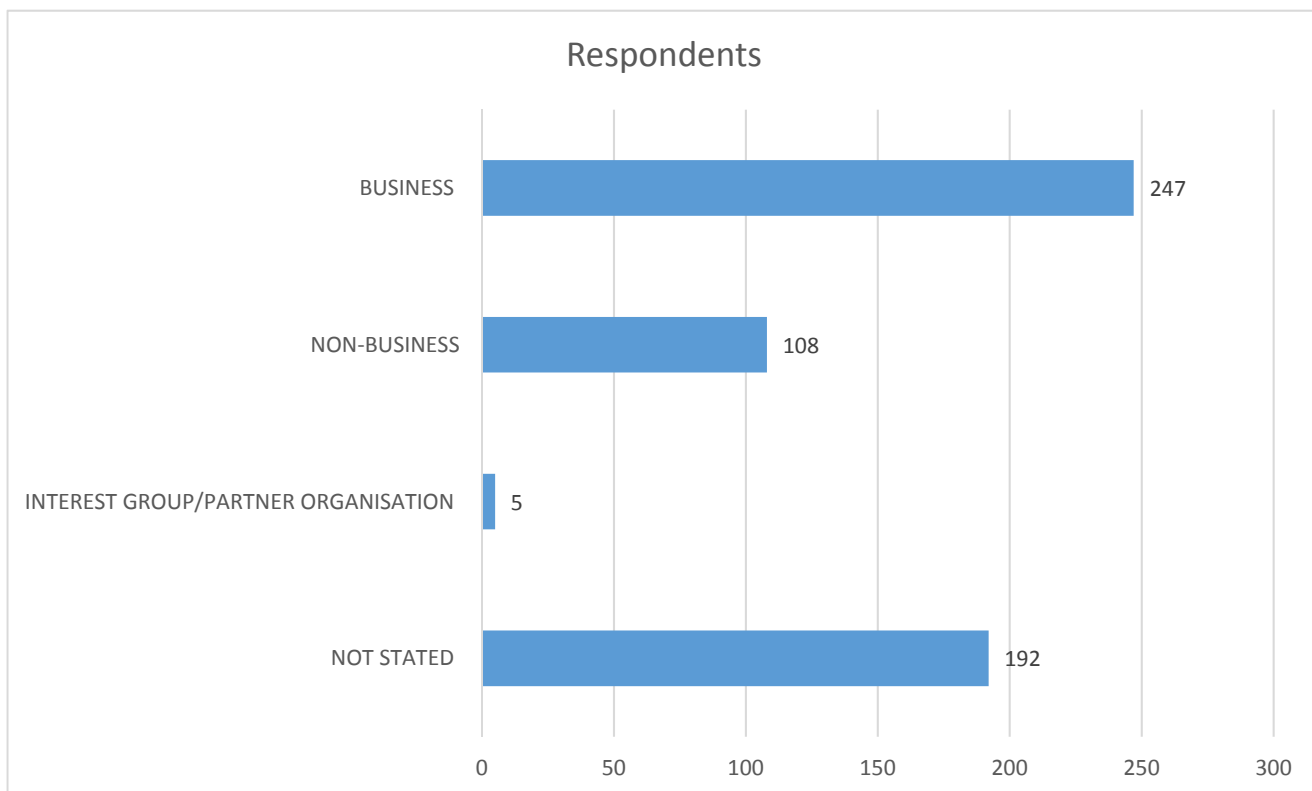
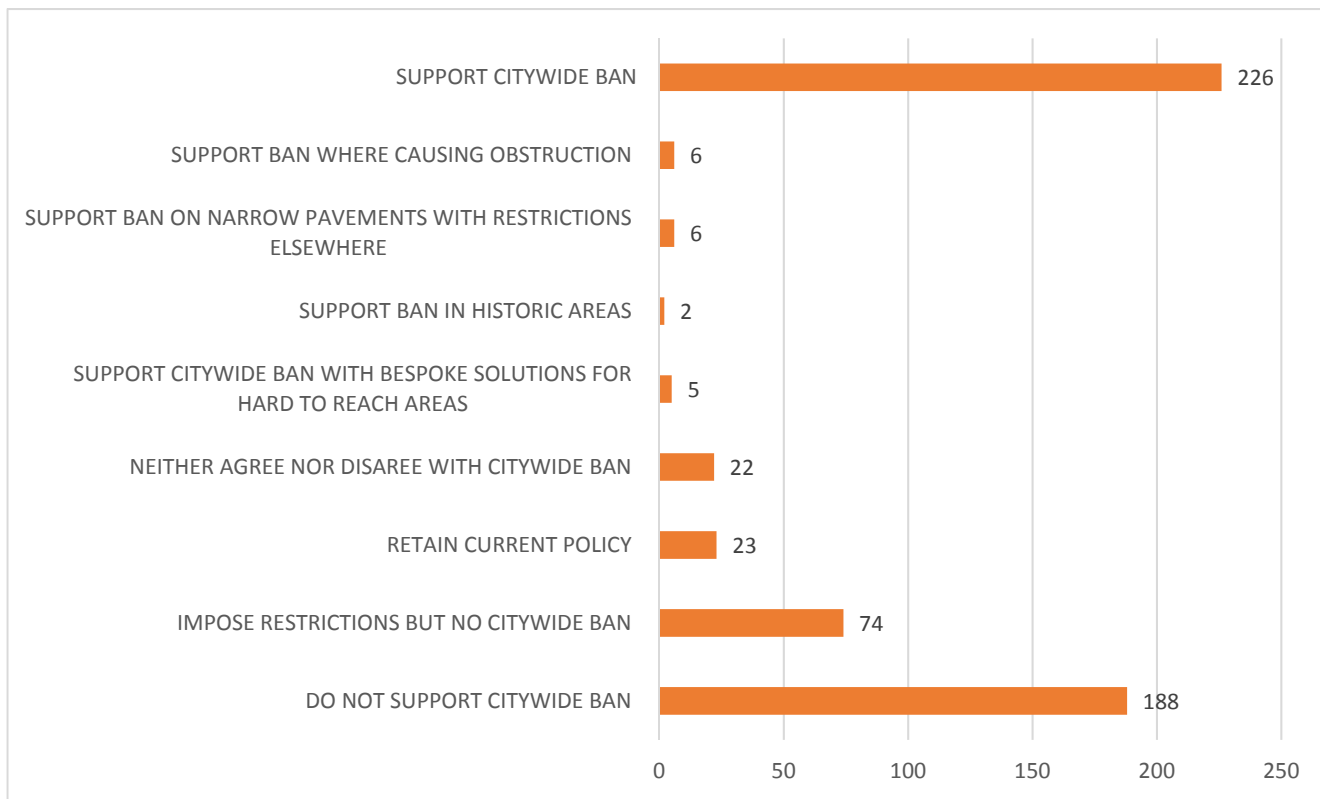


Steven Cuthill
Transport & Environment Manager – South East Locality



Appendix 2

Results of Public Consultation - Online Questionnaire, Emails and Social Media Comments



Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Developing Low Emission Zones in Edinburgh

Item number	7.10
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18

Executive Summary

Poor air quality affects people's everyday health and ability to lead a normal active life, especially if they already have an existing medical condition, or are vulnerable because of their age, or where they live or work.

Commitments to progress work on Low Emission Zones (LEZs) have been made by the Council. [Commitment 18](#) agrees to '*improve Edinburgh's air quality and reduce carbon emissions [and] explore the implementation of low emission zones*'. The Scottish Government's Programme for Government 2017-18 makes a commitment to work with local authorities to introduce LEZs to Aberdeen, Dundee, Edinburgh, and Glasgow by 2020.

The planned next phase of work for LEZs will include:

- testing of options using air quality and transport models (based on the significant evidence base that has been developed by SEPA, in line with the National Modelling Framework)
- engaging with a range stakeholder groups to raise awareness and understanding of the implications for LEZ
- identify wider transport and placemaking opportunities that complement and support LEZs (working in conjunction with the City Transport Strategy and the Central Edinburgh Transformation project).

A further report on the development of LEZ options will be made to Transport and Environment Committee on 9 August.

Developing Low Emission Zones in Edinburgh

1. Recommendations

- 1.1 This report recommends that the Transport and Environment Committee:
 - 1.1.1 agrees a comprehensive approach to LEZs as a step towards protecting Edinburgh's citizens from the harms of poor air quality;
 - 1.1.2 reaffirms the Council's commitment to explore the development of low emission zones, in line with the commitment by the Scottish Government to work with local authorities to introduce LEZs to the four main cities (Aberdeen, Dundee, Edinburgh, and Glasgow) by 2020;
 - 1.1.3 notes the options under consideration for Edinburgh's LEZs are based on combinations of geographical and vehicle-type restrictions;
 - 1.1.4 agrees that a phase of stakeholder engagement is undertaken to test and inform the impact of implementing low emission zones in Edinburgh;
 - 1.1.5 notes that a further report on progress to develop LEZs will be presented to Transport and Environment Committee on 9 August 2018.

2. Background

- 2.1 The Local Air Quality Management regime, as defined under the Environment Act 1995 has been successful in reviewing and assessing air quality throughout Edinburgh and therefore providing an understanding of the problems, which are predominately associated with traffic related nitrogen dioxide concentrations. While this work has also led to improvements in air quality, there are still a number of Air Quality Management Areas where measured concentrations remain above the legal objectives.

Impacts of poor air quality

- 2.2 The Council has made a commitment to 'improve Edinburgh's air quality and reduce carbon emissions [and] explore the implementation of low emission zones' (Commitment [18](#)). Air pollution impacts on human health and peoples' ability to lead a normal active life. Poor health has long-term impacts on individuals' wellbeing and on their participation in society and the economy ([UK plan for tackling roadside nitrogen dioxide concentrations; Defra & Dft; 2017](#)).
- 2.3 Air pollution disproportionately affects vulnerable people (such as the very young, the elderly, and those with respiratory and cardiovascular conditions). It is [well evidenced](#) that poor air quality exacerbates people's health, especially if they already have lung-related illnesses (e.g. asthma or chronic obstructive airways disease) or circulation problems (angina, strokes, heart attacks). There is also

- [evidence](#) of links to a wider range of health impacts, such as poor birth outcomes (pre-term birth, low birth weight), diabetes and neurological problems (dementia).
- 2.4 Poor outdoor air quality can result from contamination of the outdoor atmosphere by gaseous and particulate pollutants ([Cleaner Air for Scotland: The Road to a Healthier Future; Scottish Government; 2015](#)). Gases include: oxides of nitrogen (NO_x) which includes primary and secondary nitrogen dioxide (NO₂) and nitric oxide (NO); sulphur dioxide (SO₂) and ground-level ozone (O₃). Particles can be defined by their aerodynamic diameter for example PM₁₀ is the amount of matter that is less than 10µm in diameter. PM_{2.5} is the smaller fraction of PM₁₀ and consists of particles that are <2.5µm (often referred to as fine particles).
 - 2.5 In the UK, the health impacts of poor air quality in general have been [estimated by the World Health Organisation](#) to cost around £15 billion per year. The total economic costs of air pollution (outdoor and indoor) may be as high as £54 billion a year.
 - 2.6 Based on modelling by Public Health England, the [estimated](#) mortality burden on the population in Scotland in 2010 showed that there were around 2,000 premature deaths and a total of around 22,500 life years lost across the population which can be attributed to anthropogenic (man-made) fine particle pollution. In Edinburgh, this can be related to 205 premature deaths and 2,300 life-years lost. It should be noted that these figures are estimates based on modelling and should be interpreted with caution.
 - 2.7 Air quality is affected by everything society does. Pollution is released into the atmosphere by industry, transport, farming, and power generation, as well as domestic activities such as heating and cooking. Pollution is also released from natural sources such as sea salt, wildfires, volcanic activity, and soil erosion [Cleaner Air for Scotland: The Road to a Healthier Future](#) provides further information on sources of pollution).
 - 2.8 Air pollution can be distinguished between:
 - direct emissions of pollutants from these sources
 - concentrations – the levels found in ambient air once the various emissions have been mixed and transported by atmospheric processes.

Managing air quality

- 2.9 Current [national policy](#) addresses the major air pollutants that affect human health: nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). The most immediate air quality challenge is tackling the problem of NO₂ concentrations around roads.
- 2.10 Under the Environment Act 1995 and the associated local [Air Quality Management](#) (LAQM) framework, all local authorities are duty bound to review and assess air quality in their areas against national pollution objectives. When a pollutant fails to comply with an objective an Air Quality Management Area (AQMA) must be

declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.

- 2.11 Edinburgh has declared six [AQMA](#)s, five are for traffic related (NO₂), and are located around the City centre, West End, Corstorphine, Inverleith Row, Great Junction Street, and Newbridge. Road transport is primarily responsible for NO₂ concentrations at the roadside. The other AQMA is for fine particulates (PM₁₀) related to industrial activities and road sources around Salamander Street in Leith.
- 2.12 The following table shows Edinburgh streets with the highest concentrations of NO₂ in 2016 (which also exceed the objective limit of 40µg/m³ – annual mean).

Table 1. Streets with highest concentrations of NO₂ in Edinburgh 2016

Street	NO ₂ Annual Mean Concentration (µg/m ³)
Leith Street	59
West Port	59
London Road/East Norton Place	57
Grassmarket	53
North Bridge	53
St John's Road	53

Action to develop LEZs across Scotland

- 2.13 Poor air quality (predominantly due to road transport) is an issue in number of Scotland's towns and cities. In the Scottish Government's 2015 [Cleaner Air for Scotland: The Road to a Healthier Future](#) (CAFS) strategy, a commitment was made to ensuring Scotland's air quality will be the best in Europe.
- 2.14 CAFS set a clear intention that improving air quality must be at the centre of the transport and placemaking decision making, to ensure the health benefits of cleaner air are realised. Mechanisms that can deliver air quality improvement include:
- keeping the most polluting vehicles out of the most polluted places (through LEZs)
 - reducing emissions by promoting public transport, cycling and walking
 - accelerating the take up of cleaner vehicles.
- 2.15 The [Scottish Government's Programme for Government 2017-18](#) includes a commitment to work with local authorities to introduce LEZs to the four main cities (Aberdeen, Dundee, Edinburgh, and Glasgow) by 2020.
- 2.16 In March 2018, Transport Scotland released its [analysis](#) of the 2017 Consultation paper '[Building Scotland's Low Emission Zones](#)'. There remain issues will need to be agreed between Transport Scotland and the local authorities in order to effectively implement LEZs in Scotland.
- 2.17 Legislative and funding provisions to enable the delivery of LEZs is being led by Transport Scotland. Transport Scotland has indicated that it is on schedule to introduce a draft Transport Bill later in 2018, which is expected to include specific provisions to enable the establishment of LEZs.

- 2.18 Glasgow City Council has recently [agreed](#) to introduce an LEZ focussed on buses at the end of 2018, with a second phase including trucks, vans, cars, taxis, and motorbikes. Aberdeen and Dundee City Councils are at the early stages collecting data to establish a robust air quality evidence base.
- 2.19 The Council is working closely with the Scottish Government, other authorities responsible for air quality, and the other local authorities tasked with implementing LEZs. This engagement is at both a political and officer level to ensure emerging thinking is aligned. The diagram in [Appendix 1](#) sets out the Council's governance of the LEZ project and how it is working with the other agencies related to LEZs.
- 2.20 A number of LEZ related issues will need to be addressed to inform the Transport Bill and national standards (which will be agreed by local authorities and the Scottish Government). A 'Consistency Group' led by Transport Scotland has been established to address these issues (as set out in the governance diagram in Appendix 1).

Other air quality work

- 2.21 The Council continues to review and assess air quality through the Local Air Quality Management regime defined under the Environment Act 1995. An Annual Progress Report (APR), submitted to DEFRA and Scottish Government, contains monitoring data, data trends, emerging issues and an update on progress which has been made with respect to implementation of air quality actions.
- 2.22 Edinburgh's city-wide Air Quality Action Plan is currently being revised in association with CAFS, the City Transport Strategy and LEZ development.
- 2.23 Actions to improve air quality have been in place for a number of years. These include working with bus companies to improve fleets, improving the Council's own fleet, investing in electric vehicle infrastructure, supporting sustainable travel planning, and utilising the Ecostars programme to improve the freight fleet. Work is also underway to improve the taxi fleet in Edinburgh and to support reduced use of diesel cars through a surcharge on parking permits.
- 2.24 The Scottish Parliament's Environment, Climate Change and Land Reform Committee released its draft recommendations following its [inquiry](#) into air quality in Scotland 2018. The Council will continue to work with partner agencies and participate in the CAFS working groups to respond to and implement agreed recommendations.

3. Main report

- 3.1 This section sets out the evidence base that has been developed for Edinburgh, the primary objectives for Edinburgh LEZs and the options under consideration. The last sections discuss issues related to enforcement and funding of LEZs, and timing implications.

Evidence based LEZs

- 3.2 The CAFS strategy provides a clear route for local authorities and partner organisations to work together to improve air pollution and meet legal responsibilities. CAFS introduces the National Low Emission Framework (NLEF) and the National Modelling Framework (NMF).
- 3.3 The final version of the NLEF is expected for release in Summer 2018 and it will support local authorities in assessing and addressing emissions.
- 3.4 The NMF intends to provide the quantitative evidence to support local authorities through the decision-making process for the proposal of Low Emission Zones. The NMF sets out a coordinated approach with respect to:
- 3.2..1. the collection of detailed traffic data in the city area
 - 3.2..2. developing of standardised air quality modelling approach
 - 3.2..3. post modelling analysis
 - 3.2..4. the development of visual and analytical appraisal tools for action scenario testing.
- 3.5 The NMF helps to ensure that evidence, analysis, and decision making is consistent across Scotland, even though transport issues and sources of emissions differ between geographical areas. The local NMF provides the ability to analyse individual vehicle classes across the transport fleet, assessing their relevant contributions to local air quality on a city by city basis. The Scottish Environmental Protection Agency (SEPA) are leading on this work in association with local authorities.
- 3.6 Following an extensive traffic data collection process that monitored at 144 locations across Edinburgh, SEPA have developed an Edinburgh-specific air quality model to predict kerbside NO₂ concentrations over time. The model can run scenario tests, to estimate the potential improvement in air quality by removing or cleaning up part of the vehicle fleet operating in Edinburgh. These scenarios could be applied throughout the city or within a smaller geographical area.
- 3.7 Initial results from SEPA's air quality model predicts roadside location points across the city that will be in excess of an annual mean of 40µg/m³ in 2019 (see Appendix 2). SEPA's modelling work will develop over the coming months, with revised vehicle emission factors utilised in modelling work.
- 3.8 The introduction of an LEZ would go a long way to improve Edinburgh's air quality, but it is not a complete solution. Appendix 3 shows the results of an initial scenario test where every vehicle operating in Edinburgh has the best engine emission

standards (Euro 6/VI). Even with the best fleet, there would still be roadside concentrations of NO₂ above 40µg/m³. To fully address air quality, measures that support continued increased use of public transport and active travel, placemaking interventions, and traffic prioritisation will also be required.

Objectives for Edinburgh's LEZs

- 3.9 The primary objective of developing a LEZs in Edinburgh is to improve air quality and reduce the impact of air pollution on human health. The development of LEZs is being undertaken in line with the following principles:
- 3.2..5. achieving air quality compliance in current Air Quality Management Areas
 - 3.2..6. taking an evidence based approach to target interventions that reduce the impact of air pollution on human health
 - 3.2..7. making the most of opportunities to reduce congestion, promote sustainable forms of transport, and achieve improved placemaking outcomes across Edinburgh.
- 3.10 Within a similar timeframe as LEZ, the Council is [reviewing](#) its City Transport Strategy and undertaking the [Central Edinburgh Transformation project](#). Together the three projects will set a strategic direction for transport and placemaking in Edinburgh. While each project has its own purpose, there are issues that feature across the three. To ensure the projects are aligned and to enable stakeholders to give collective feedback, the three projects are being progressed together as a wider programme of work over 2019.
- 3.11 The objectives across the three projects will be shared and aligned. These will be linked to Edinburgh's [2050 Vision](#) which focuses on Edinburgh's values and purpose as an inspired, thriving, connected, and fair city.

Options for LEZs in Edinburgh

- 3.12 Combinations of LEZ options are being explored, based around geographic limits and vehicle-types. Air quality and transport modelling will be used to test what impact the potential approaches might have for air quality and how they could work together.
- 3.13 Geography-based options under consideration include an Edinburgh-wide LEZ, a focus on the city centre, and LEZs that target emissions 'hotspots' across the city. Vehicle type approaches consider the emissions contributions of various types of vehicles (cars, buses, light and heavy goods vehicles and taxis). Based on emissions standards, restrictions could be applied to ensure that only the cleanest vehicles operate in certain areas.
- 3.14 In developing LEZ options, Edinburgh has some unique features which need to be taken into consideration. These are detailed in the following paragraphs and visually shown in Diagram1 below.

Different vehicle types

- 3.14.1 In some locations, buses are a significant contributor, in other locations cars are the dominant source. This needs to be factored in to the types of vehicles that LEZs restricts and how LEZs work cohesively across the city.

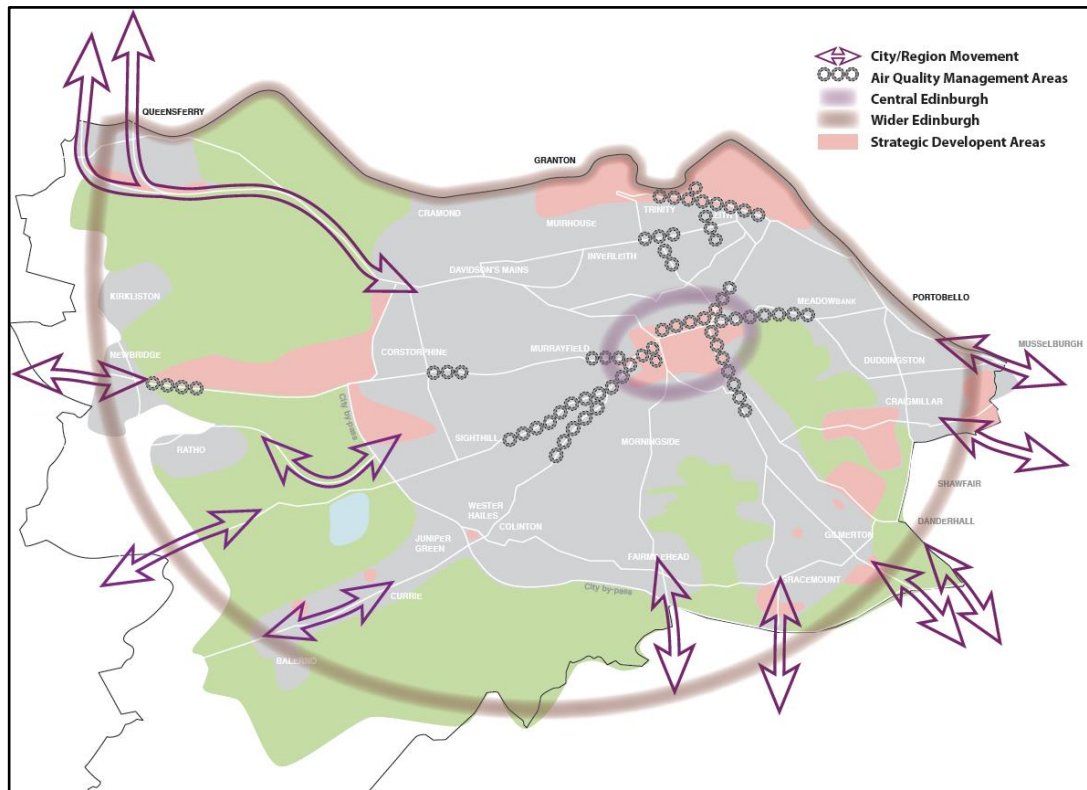
Complex road network

- 3.14.2 Edinburgh's road network carries a range of vehicle movements (including by mode and by origin/destination), particularly compared to cities with grid-style network supporting hierarchies of movement (motorways, arterials, and suburban roads). This makes it difficult to isolate a specific zone without affecting the rest of the network. Edinburgh's LEZ development will need to consider how traffic dispersion is managed around any boundary, particularly should a hot-spot approach be taken.

Cordoned geography

- 3.14.3 Edinburgh's geography with sea and city bypass border provides a natural cordon around the majority of the City's road network. This offers Edinburgh a unique opportunity to influence the way trips are made into the area. For example, the park and ride/public transport may replace trips previously taken by vehicles which do not meet the emissions standards. Similarly, freight logistics hubs outside the city could be supported in order to incentivise lower-emission vehicles servicing Edinburgh. Strategic Development Areas such as the Bio Quarter, means Edinburgh could apply a LEZ in tandem with coordinated transport investment that supports active travel and public transport.
- 3.15 Work is underway to fully understand how these features will factor into the LEZ options. Diagram 1 below shows how Edinburgh's transport flows into and across the city, areas of growth, and the existing air quality management areas, alongside geographically focussed LEZ options.

Diagram 1 –LEZ options for Edinburgh (city wide, central city, hotspot areas)



Enforcement and funding of LEZs

- 3.16 LEZ enforcement is likely to require the use of a network of Automatic Number Plate Recognition (ANPR) cameras (unless other regulations are applied such as the Traffic Commissioner or taxi licence conditions). Edinburgh has an existing network of ANPR cameras and back office functions to support bus-lane enforcement. To develop the existing system to enforce a LEZ regime would likely require a substantial expansion and capital investment.
- 3.17 Scottish Government has agreed funding to support local authorities to deliver LEZs. Capital funding of £10 million and resource funding of £0.8 million has been made available for 2018/19. Funding is to be shared between Transport Scotland, bus retrofit programmes, SEPA, and the four cities. Officers are working with Transport Scotland to access funding made available by Scottish Government for 2018/19 to support the development of LEZs.

Timing implications

- 3.18 The implementation timeframe for LEZs in Edinburgh will be dependent on the chosen proposal. Timing could include a phased approach to enable a focus on the most polluted vehicles or areas first.
- 3.19 Timing is dependent on the legislative provisions set out by the Scottish Government. The type of legal mechanism to enable LEZs will likely have requirements for consultation and lead-in periods which will need to be factored into Edinburgh’s LEZ implementation. Further information on the timing will be known following the introduction of the Transport Bill later in 2018.

- 3.20 The use of existing provisions to support early implementation of LEZs are being considered. This includes asking the Traffic Commissioner for Scotland to impose Traffic Regulation Conditions (TRC) to control emissions from buses.
- 3.21 There are three broad phases to having a LEZ in effect. The following points set out these phases and the indicative timing for Edinburgh.
- 3.21.1 **Phase 1 – Local Authority publishes LEZ design options.** The Council will consult publicly on the options for LEZs in Summer of 2018, through a combined engagement with the City Transport Strategy and the Central Edinburgh Transformation project. Publication of the final design for LEZs is likely to happen early in 2019.
- 3.21.2 **Phase 2 – LEZ goes live.** The LEZ will be declared and include notification of the lead-in time and details on when enforcement begins.
- 3.21.3 **Phase 3 – LEZ enforcement begins.** At this point, penalty notices will be issued to non-compliance vehicles.
- 3.22 A ‘lead-in time’ will allow time for people to make necessary vehicle upgrades or to change behaviours. Transport Scotland’s consultation paper found support for a period of between three and four years for general traffic. A case for a shorter period may be justified for specific vehicles or within hot-spot areas.
- 3.23 Decisions related to timing need to strike a balance between ambitiously tackling the air quality problem, application of available legal mechanisms, and providing a reasonable period for people to comply. Detail on the timing for LEZs will become clearer over the coming months as the Council and Transport Scotland develop proposals.

4. Measures of success

- 4.1 The next phase of LEZ work will include the development of specific objectives and key performance indicators to assess LEZ options against. These will align with the objectives and measures for the City Transport Strategy, and Central Edinburgh Transformation project.
- 4.2 LEZ-specific objectives and measures will refer to long-term trends in pollution monitoring data.

5. Financial impact

- 5.1 There are no direct financial implications from proposals in this paper. Progressing LEZs will require staff resource which has currently been made available from existing staff.
- 5.2 As set out in the section ‘enforcement and funding of LEZs’ increasing Edinburgh’s ANPR camera network will require significant capital investment. Officers are working with Transport Scotland to develop proposals to access funding made available by Scottish Government for 2018/19 to support the development of LEZs.

- 5.3 Resource and funding support for combined LEZ, City Transport Strategy, and Central Edinburgh Transformation project is being sought from the [Smarter Choices, Smarter Places](#) programme for 2018/19. Should this funding not be provided, engagement will be scaled to fit within existing resource and budgets.
- 5.4 The Council is also working with Scottish Government to access funding to support local authorities to undertake LAQM work, which will align and support LEZ work in Edinburgh.

6. Risk, policy, compliance and governance impact

- 6.1 This paper proposes taking an ambitious approach to introducing LEZs in Edinburgh. A degree of risk is associated with such an approach and is being managed by a robust series of governance arrangements. A diagram summarising governance for the project is provided in [Appendix 1](#).
- 6.2 To support the delivery of the work and manage the risks associated with the project, a Project Board has been established with senior managers from across the Place directorate. The Project Board has responsibility for managing and supporting a Delivery Group of officers undertaking the work required to introduce LEZs along with SEPA and Transport Scotland.

The national context around LEZ is changing as cities progress their programmes of work conjointly with Scottish Government. A series of groups at political and officer levels have been established to ensure LEZ proposals are consistent (where necessary) across Scotland. The Council's governance arrangements include linkages to the national groups.

7. Equalities impact

- 7.1 At this stage, no specific decisions are being taken about how LEZs would operate in Edinburgh. A further impact assessment will be undertaken as specific detail for LEZ options is developed. Stakeholder engagement will assist in informing the likely impacts of LEZs.
- 7.2 LEZ proposal for Edinburgh are being developed in line with Scottish Government's framework for LEZ development across Scotland, this includes mitigation strategies for equalities impacts (such as exemption and sufficient lead-in periods). These mitigation approaches will be applied in Edinburgh's LEZ development where appropriate.

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 introduction of LEZs will reduce carbon emissions through actions to reduce vehicle emissions. Actions include incentivising a cleaner vehicle fleet in Edinburgh, including the uptake of fuel efficient and less polluting vehicles (such as electric, hybrid, LPG conversions, and retrofitted buses to improve engines (Euro standards). LEZs and the associated financial penalty regime proposed will mean that use of vehicles that do not meet LEZ standards will be discouraged. LEZs will encourage more people to use public transport (including cleaner buses) and active travel rather than private vehicles.
- 8.3 LEZ proposals in this report will increase the city's resilience to climate change impacts because LEZ support the delivery of placemaking initiatives. LEZs will encourage pedestrians and cyclist movement, particularly within the city centre (aligned with the Central Edinburgh Transformation project and the City Transport Strategy). LEZs optimise existing and planned investment in public transport and active travel. Through encouraging the use of these modes and optimising the use of individual vehicles (to be cleaner or restricted from certain areas of the city), LEZs enable active travel and public transport to be more efficient, reliable, and resilient.
- 8.4 LEZs will support sustainability in Edinburgh by responding to a need to protect Edinburgh's citizens from the health impacts from being exposed to poor air quality. In particular, vulnerable people (such as children, the deprived, and the elderly) as well as those with existing health conditions (particularly affecting lung and heart health). Reducing harmful pollutants would encourage all people in Edinburgh to fully participate in society and the economy, and to live full and healthy lives. The LEZ will also work in conjunction with the Sustainable Energy Action Plan by reducing emissions from transport.

- 8.5 LEZs development will incentivise local economies to use sustainable forms of transport, contributing to sustainability in Edinburgh. In the short-term, some businesses using large fleets of older/high emission vehicles will face a financial impact to alter business arrangements or upgrade vehicles. Sufficient lead in times and exemption for some operations will assist these parts of the economy to manage the associated costs with meeting LEZ requirements.
- 8.6 LEZs implementation aligns with sustainability aims of incentivising the uptake of alternative fuel sources (such as electric vehicles). The LEZ financial penalty regime will attribute a cost to the harm caused by high emission vehicles. This will mean sustainable forms of transport are more competitive, by providing a mechanism that monetarises the environmental cost of the use of various types of vehicles.

9. Consultation and engagement

- 9.1 LEZ engagement is being undertaken jointly with the City Transport Strategy, and the Central Edinburgh Transformation project to ensure alignment between the transport and placemaking interventions across the three projects.
- 9.2 The LEZ project has been included in the Transport Strategy-led engagement with internal and external stakeholders to identify issues and opportunities to be addressed by the three projects.
- 9.3 This coordinated approach to stakeholder and public engagement will continue over the course of 2018. LEZ-specific engagement will include:
- 9.3.1 explaining and testing assumptions with the NMF modelling work (led by SEPA)
 - 9.3.2 raising awareness of the LEZ approaches outlined in this paper and seeking input to understand the implications of the potential LEZ options
 - 9.3.3 identifying opportunities beyond LEZs to support air quality improvements.
- 9.4 An update on LEZ progress will be provided to Transport and Environment Committee in August 2018, prior to a full public consultation on proposals from the three projects.

10. Background reading/external references

- 10.1 [Clean air day UK; Global Action plan; 2017](#)
- 10.2 [Air Pollution: Action in a changing climate; Defra; 2010](#)
- 10.3 [Review of evidence on health aspects of air pollution; World Health Organisation; 2013](#)
- 10.4 [Economic cost of deaths from air pollution; WHO; 2010](#)
- 10.5 [Estimating Local Mortality Burden associated with Particulate Air Pollution; Public Health England; 2014](#)
- 10.6 [UK plan for tackling roadside nitrogen dioxide concentrations; Defra & Dft; 2017](#)
- 10.7 [UK and EU Air Quality Limits; Defra; 2017](#)
- 10.8 [Local Air Quality Management; Defra](#)
- 10.9 [Air Quality Management Areas; City of Edinburgh Council](#)
- 10.10 [Cleaner Air for Scotland: The Road to a Healthier Future; Scottish Government; 2015](#)
- 10.11 [Age Limitation and Emissions Standards for Taxis and Private Hire cars \(Air Quality\); Regulatory Committee; 16 March 2018](#)
- 10.12 [Parking Permit Diesel Surcharge; City of Edinburgh Council; January 2018](#)
- 10.13 [Scottish Government's Programme for Government 2017-18; Scottish Government; 2017](#)
- 10.14 [Building Scotland's Low Emission Zones; Transport Scotland; 2017](#)
- 10.15 [Analysis of submissions on Building Scotland's Low Emission Zones; Transport Scotland; 2018](#)
- 10.16 [Low Emission Zone update, Environment, Sustainability & Carbon Reduction City Policy Committee; Glasgow City Council; 2018](#)
- 10.17 [Air Quality Update, Transport and Environment Committee paper 5 October; City of Edinburgh Council; 2017](#)
- 10.18 [Air Quality in Scotland Inquiry; Environment, Climate Change and Land Reform Committee; 2017](#)
- 10.19 [Local Transport Strategy Review, Transport and Environment Committee paper 9 March. City of Edinburgh Council; 2018](#)
- 10.20 [Central Edinburgh Transformation Project. Transport and Environment Committee paper 5 October. City of Edinburgh Council; 2017](#)
- 10.21 [2050 Vision; Marketing Edinburgh Ltd; 2018](#)
- 10.22 [Smarter Choices, Smarter Places; Paths for all](#)

Paul Lawrence

Executive Director of Place

Contact: David Leslie, Service Manager and Chief Planning Officer

E-mail: david.leslie@edinburgh.gov.uk | Tel: 0131 529 3948

11. Appendices

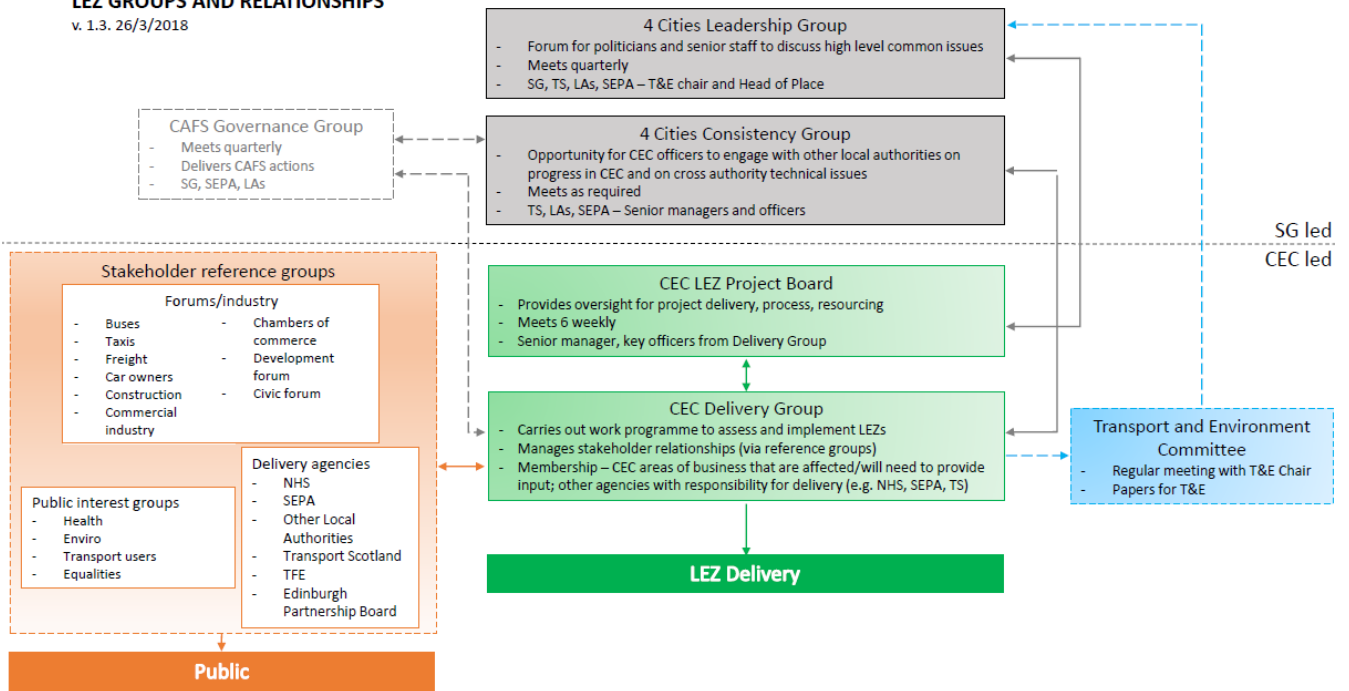
Appendix 1 – Governance arrangements for LEZ project.

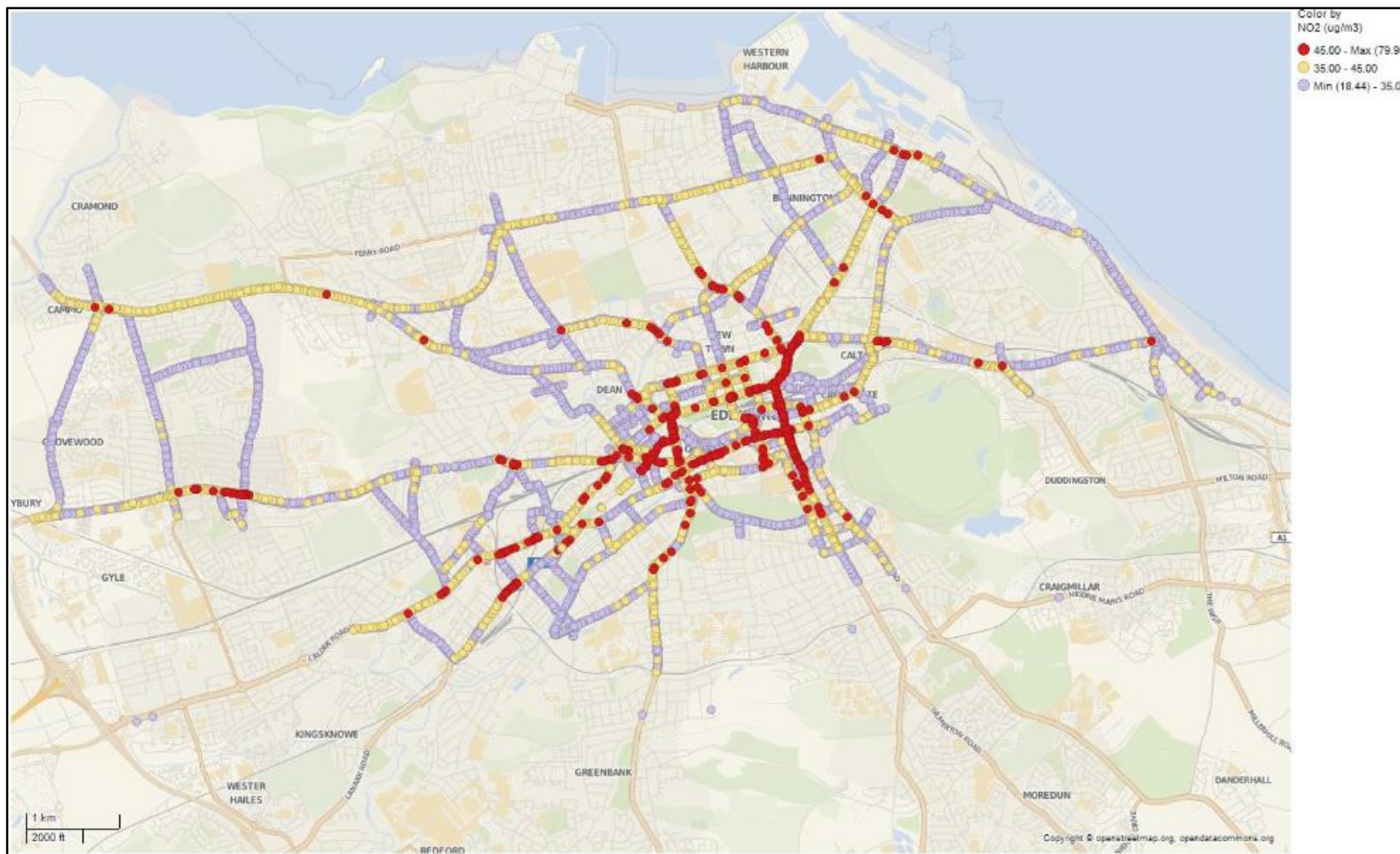
Appendix 2 – Initial NMF Model Results - Predicted Kerbside NO2 Concentrations in 2016 with Existing Fleet in Edinburgh

Appendix 3 – Initial NMF Model Results - Predicted Kerbside NO2 Concentrations in 2019 Based on a Scenario of Vehicles Euro 6/VI

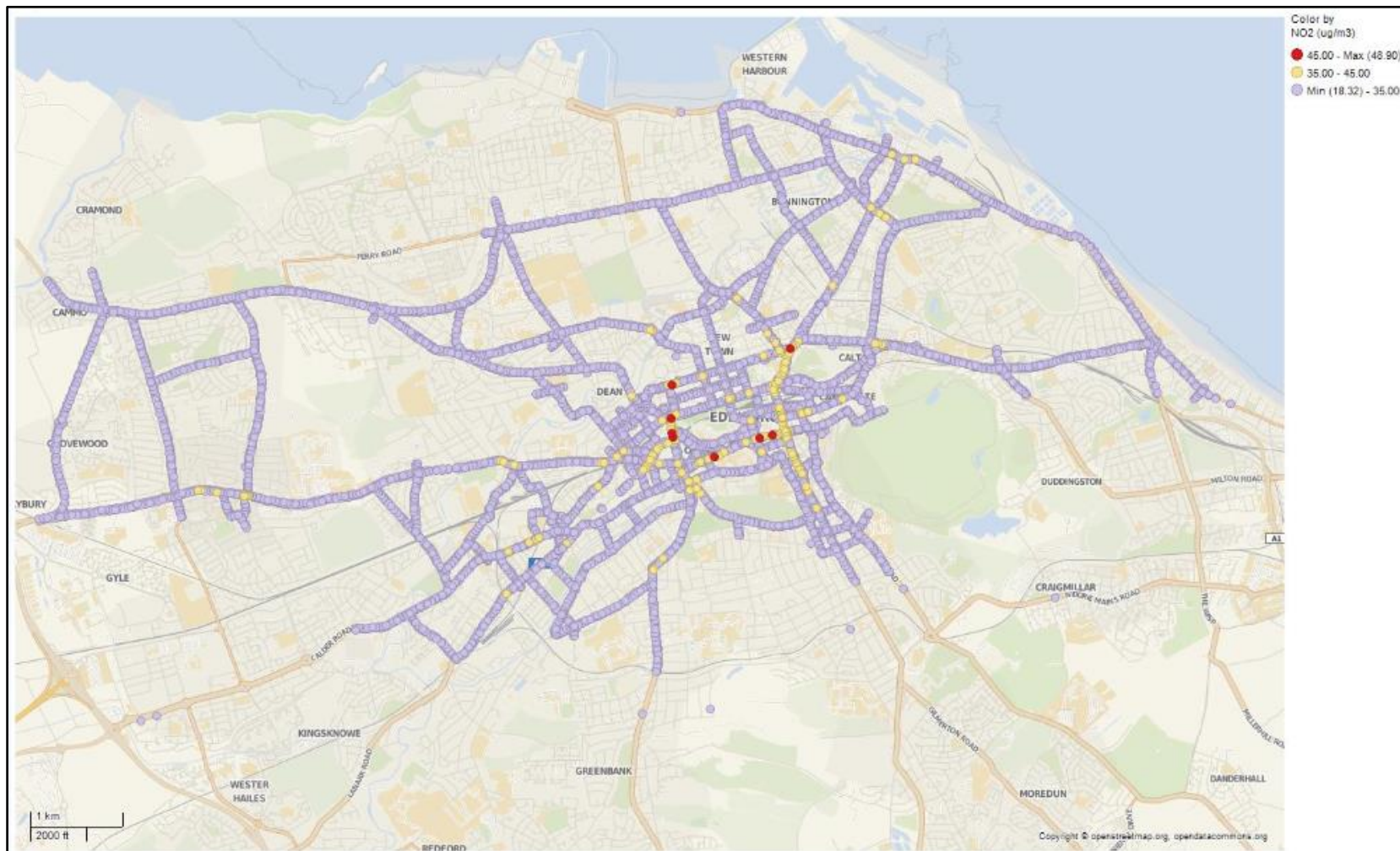
Governance arrangements for LEZ project in Edinburgh.

LEZ GROUPS AND RELATIONSHIPS
v. 1.3. 26/3/2018



Initial NMF Model Results - Predicted Kerbside NO₂ Concentrations in 2016 with Existing Fleet in Edinburgh

Note, the initial model results in this paper are based on emission factors, which have recently been updated; all future modelling will use these updated emission factors.

Initial NMF Model Results - Predicted Kerbside NO₂ Concentrations in 2019 Based on a Scenario of Vehicles Euro 6/VI

Note, the initial model results in this paper are based on emission factors, which have recently been updated; all future modelling will use these updated emission factors.

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Urban Gull Control Options

Item number	100
Report number	
Executive/routine	
Wards	All
Council Commitments	None

Executive Summary

At Transport and Environment Committee on [7 December 2017](#) a motion from Councillor Cook requested a report which accurately reviews the actions of other local authorities in Scotland as well as that of relevant English authorities and any other agencies which have been proactive in this area so that future possibilities for action in Edinburgh are identified. This report seeks to address that request.

Urban Gull Control Options

1. Recommendations

- 1.1 It is recommended that committee
 - 1.1.1 Note the contents of this report;
 - 1.1.2 Recommend to Planning Committee that consideration be given to roof structure on new builds and refurbishments to minimise their attraction to nesting gulls.

2. Background

- 2.1 There are six species of gull in Scotland these are: Black-headed Gull, Common Gull, Great Black-backed Gull, Herring Gull, Kittiwake and Lesser Black-backed Gull. All have been found within built environments and tend to breed colonially and to forage and roost communally.
- 2.2 There are a number of theories around why there is a greater prevalence of urban gulls. These theories include gulls moving from food sources around sea fishing communities on to landfill sites which have become more closed and controlled and ultimately onto urban sites.
- 2.3 Gulls are a protected group by law (Wildlife & Countryside Act 1981) falling into either red or amber protection status depending on the species. Herring gulls are on the red list because although numbers are increasing in urban areas the decline in numbers in coastal areas has been greater leading to an overall decrease in numbers.
- 2.4 A number of reports have been submitted to various Council committees over the last decade, describing ways of gull control. Gull control has been offered by the Council Pest Control on a fee-paying basis since 2009 and by a number of other private sector operators.
- 2.5 In 2012 committee agreed to trial a free at the point of use gull control programme focussed on North Merchiston. It is not clear if this trial was a success measured by the number of eggs and nests removed or whether the gulls were displaced to neighbouring areas.
- 2.6 Councillor Cook requested in a motion at the Transport and Environment committee on [7 December 2017](#) a report which accurately reviews the actions of other local authorities in Scotland as well as that of relevant English authorities and any other

agencies which have been proactive in this area so that future possibilities for action in Edinburgh are identified. This report seeks to address that request.

3. Main report

- 3.1 This report seeks to review points in the gull lifecycle where intervention may be possible, look at various control measures and review what other local authorities have been doing.

Gull Lifecycle Intervention Points

- 3.2 To reduce gull numbers and the potential for disturbance there are three potential intervention points. These are

- 3.2.1 disrupt roosting and nesting sites;
- 3.2.2 disrupt gull reproductive cycle; and
- 3.2.3 control food sources.

- 3.3 Appendix 1 gives details in guidance from the Scottish Government to local authorities of a range of control measures, their consequences, and likely chances of success.

Gull Control Measures

Natural predators.

- 3.4 By nesting on urban rooftops this keeps the gulls and their eggs away from foxes and rodents. Airborne predators such as buzzards, kites and hawks are in such low numbers locally they are not significant on gull population control.

Roofing and nesting disturbance.

- 3.5 Measures include placing of short or long spikes on roosting or nesting areas and proofing roof areas with netting. These measures can have some success, but may just move the problem to an adjacent roof that does not have control measures.
- 3.6 Gloucester Council have produced a detailed and descriptive document outlining the various measures and how best to deploy them. This is reproduced at Appendix 2.
- 3.7 One measure that committee could consider adopting is recommending that Planning Committee “design in” rooftops for new builds and refurbishments that deter gulls from nesting. This option is seen by some as a better option than trying to retrofit roofing solutions.

Authorised Interventions.

- 3.8 Scottish National Heritage (SNH) recognise that gulls, although on endangered lists, can cause harm to humans. As a result, SNH issue an annual licence laying out the authorised control methods. The current licence “GL 03/2018: To kill or take certain birds for the preservation of public health, public safety and preventing the spread of disease” will be used by pest control companies to control gulls.

- 3.9 The SNH general licence goes on to say “General Licences allow authorised people to carry out activities that would otherwise be illegal under the Wildlife & Countryside Act 1981 (as amended). They cover situations where we accept that there may be no other satisfactory solution. However, they should only be used as a last resort. Operators must be able to explain what other alternatives they have tried if challenged.”
- 3.10 Reviewing numerous local authority websites related to gull control, it is clear there is a difference in interpretation of the SNH general licence terms. Some local authorities state they have no powers and only provide control advice and signposting to private pest control companies. Other local authorities say they have powers but limit themselves to education programmes around bird feeding. Some local authorities such as Dundee Council feel able to justify use of lethal controls for “preservation of public health, public safety and preventing the spread of disease” being used in the absence of another “satisfactory solution” and as a “last resort”.
- 3.11 Public Health can be taken to include both physical as well as mental health. In such an interpretation the effects of sleep deprivation from squawking gulls would be a legitimate concern and justify control measures.
- 3.12 The SNH Licence allows only the following gull control measures:
- 3.12.1. Pricking of eggs
 - 3.12.2. Oiling of eggs using paraffin oil
 - 3.12.3. Destruction of eggs and nests
 - 3.12.4. Cage traps
 - 3.12.5. Shooting with any firearm
 - 3.12.6. Targeted falconry
 - 3.12.7. By hand

Food Source Controls.

- 3.13 Measures that would reduce the prospects of an easy meal for gulls which are happy to scavenge for food include:
- 3.13.1. Improved litter control including around takeaway food outlets
 - 3.13.2. Use of stronger “peck proof” plastic bags by households and businesses when disposing of waste.
 - 3.13.3. Improved refuse collection frequency to minimise the time that waste is left kerbside awaiting collection
 - 3.13.4. Dissuading the public from feeding gulls through communication and perhaps environmental warden interventions
- 3.14 Whilst human food source control would be beneficial gulls would still have free and easy access to one of their staple diet of earthworms due to the huge amount of greenspace in Edinburgh and homes with gardens. Gulls can fly significant

distances for food which gives them access to the surrounding farm land in the Lothians.

Gull Control Measures in Edinburgh

- 3.15 The Council Pest Control team have for a decade provided gull control measures on a fee-paying basis compliant with SNH licence controls. Other Pest Control companies have provided a similar service to their customers including Edinburgh Airport using a specific licence which control birds that may damage planes.
- 3.16 The following table which sources data from both SNH and the Council Pest Control team lists the number and type of interventions that have taken place in Edinburgh in the last six years. This table shows that although there was no free Council provided service in North Merchiston significant fee-paying activity was taking place across the city by the Council Pest Control team and other pest control companies.

Year	Nests		Eggs		Chicks		Adults	
	Council	Others	Council	Others	Council	Others	Council	Others
2017*	3	7	511	11	2	0	0	0
2016	144	44	572	72	40	0	0	147
2015	45	28	576	32	21	0	0	162
2014	152	61	770	96	38	2	0	0
2013	171	65	802	85	12	0	0	279
2012	187	11	555	27	10	0	0	402
Sub Total	702	216	3786	323	123	2	0	990
Grand Total	918		4109		125		990	

* Private company data not submitted at the time of request

- 3.17 The following table shows the gull control activity in Edinburgh during 2012 when the free at the point of use North Merchiston "pilot" was undertaken. Streets included were Bruntsfield Place, Bryson Road, Dundee Terrace, Temple Park Crescent, Yeaman Place, Fowler Terrace and Watson Crescent.

A significant amount of activity was undertaken in other areas of the city by the Council and by other pest control companies. Activity included nest removal and destruction of eggs, chicks or adults. It is not known why other pest control companies were destroying adult birds.

Year - 2012	Nests	Eggs	Chicks	Adults
Council - Excluding North Merchiston	80	390	10	0
Council - North Merchiston "Pilot"	107	165	0	0
Other Pest Control Companies	11	27	2	402
Grand Total	198	582	12	402
North Merchiston as % of Edinburgh Activity	54%	28%	0%	0%

Gull Control Measures in Other Local Authorities

- 3.18 The [BBC](#) in a survey found that expenditure varied across the constituent parts of the UK. As part of a Freedom of Information request the BBC aggregated spend over three financial years 2013-14 to 2015-16.

Country	Total Spend 2013-16
Scotland	£950,000
England	between £1.7M and £2.1M
Wales	£43,000
Northern Ireland	£9,518

- 3.19 Breaking down the expenditure in Scotland equally across all 32 authorities would give an average spend of around £10,000 per authority per annum. Many authorities spend nothing and a few spend significantly more than £10,000 per annum. These are discussed later.
- 3.20 The BBC survey also showed gull control expenditure grouped by the top 15 spending authorities in England as follows.

Local Authority	Total Spend 2013-16
Southwark	£393,562
Hackney	£162,653
Greater London	£137,321
Stoke on Trent	£75,420
West Sussex	£65,748
Portsmouth	£62,568
Greenwich	£60,000
City of London	£58,268
Leeds	£57,574
Camden	£54,272
Redbridge	£53,963
Halton	£51,304
Newham	£50,948
Poole	£45,060
Watford	£43,006

- 3.21 The BBC data shows the 15th highest spending authority in England spent around £15,000 per annum on gull control. The other 200 spend less. Two thirds of English local authorities responded to the BBC FOI request. Breaking down the expenditure in England equally across the approximately 250 local authorities would give an average spend of around £3,000 per authority per annum.
- 3.22 [Bath & North Somerset 2016 – 2018](#). The Council spent £85,000 in 2016/17 and will spend a further £57,000 in 2017/18 in their campaign against nuisance urban gulls. This approach will involve falconry and nest management.
- 3.23 [Worcester City Council 2017](#). Worcester is one of the lower spending active authorities spending £5,000 on the issue in recent years.

- 3.24 [Scarborough 2017](#). Scarborough Borough Council spent £36,500 appointing a specialist contractor NBC Environmental to deal with the 'nuisance' local herring gull population. A one year 'disruption and dispersal programme' was launched targeting the problem in selected areas on the North Yorkshire coast. It focused on seafront and town centre locations in Scarborough and Whitby and involved the removal of herring gull eggs and nests from buildings in the selected areas and the use of birds of prey such as Harris hawks and falcons to deter and scare away gulls.
- 3.25 [The Highland Council 2012](#). In 2012 Highland Council spent in the region of £30,000 to tackle nuisance from 700 pairs gulls across the city. This was subsidised by a £10,000 grant from The Inverness Business Improvement District.
- 3.26 [Aberdeen City Council 2009 – 2012](#). Aberdeen Council is one of the more proactive councils within Scotland with expenditure historically higher than most. It is reported that a significant amount of expenditure is spent on deterrent measures such as netting, spikes and sound systems which are all very effective in the locality but do little to reduce overall numbers of gulls. Areas of focus are primarily civic buildings and schools. Expenditure 2009-10 was £168,584 and in 2011-12 was £107,849
- 3.27 [Aberdeenshire Council 2013-17](#). Aberdeenshire have undertaken egg and nest control measures backed up falconry for a number of years. Using mainly outside contractors their effort was focussed on civic buildings, schools and some of their town centres namely: Stonehaven, Peterhead and Fraserburgh. These projects involved weekly visits with predatory birds along with targeted de-nesting on council owned buildings. Aberdeenshire Council removed nests from private properties if it could be demonstrated to be essential on health and safety grounds. The annual cost is estimated to be around £8,000 per town centre. Aberdeenshire Council considered charging householders £50 as a contribution towards the £300 per property cost for three gull control visits.
- 3.28 [Dundee City 2017](#). Dundee City Council authorised the culling of 200 adult birds and 30 chicks last season. This will have an impact this year (2018) but without bird proofing measures new gulls are likely to fill the void created by the culls. The cost of the project is not given.
- 3.29 [Dumfries & Galloway 2000–17](#). For the best part of 20 years Dumfries & Galloway have been carrying out gull population control with varying success. In 2009 & 2010 the council opted to carryout falconry throughout the town centre from dawn till dusk. The estimated cost was around £20,000 - £25,000. Although it was a very visual deterrent which was warmly received by the local population the statistics in the table for 2010 show a rise in nest site numbers suggesting the effects of the falconry programme were limited.
- 3.30 The only clear result is that intensive de-nesting in the inner city has forced birds to nest on industrial units in outlying areas of town. This would also explain the total gull population growth despite intensive de-nesting. The project has seen a 13% decline in town centre gulls but a 240% rise in edge of town gull pairs. After all the intervention over nearly a decade at great cost the total number of gull pairs in Dumfries has increased by 113%.

3.31 Table of number of gull pairs in town centre or town edge of Dumfries over time.

Year	Town Centre	Town Edge	Total Gull Pairs
2007	149	147	296
2008	138	160	298
2009	166	204	370
2010	218	450	668
2011	175	417	592
2012	185	486	671
2013	165	522	687
2014	153	410	563
2015	130	500	630
Change	-13%	240%	113%

3.32 The example of Dumfries is often put forward as an example of gull de-nesting and control for Edinburgh to follow. But the human population of Edinburgh is 15 times that of Dumfries and housing style is often four to six storey tenemental rather than single or double storey. The evidence from Dumfries would suggest that if considerable resource was expended over a significant time period the number of gulls in North Merchiston could be reduced a little but the gulls would relocate to other parts of Edinburgh instead.

4. Measures of success

4.1 Adoption by Planning Committee, guidance that builds in measures to deter gull and pigeon roosting and nesting.

5. Financial impact

5.1 There are no significant, new financial implications arising from this report.

6. Risk, policy, compliance and governance impact

6.1 The actions and outputs described in this report adhere to the risk compliance policy and governance arrangements. In addition, the recommendations in the report do not impact on any existing policies of the Council.

7. Equalities impact

7.1 There are no significant equalities implications arising from this report.

8. Sustainability impact

- 8.1 There are no significant sustainability implications arising from this report.

9. Consultation and engagement

- 9.1 Planning Service.

10. Background reading/external references

- 10.1 Gloucester City Council: Gulls - How to stop them nesting on your roof (Appendix 2)
- 10.2 Report to Environmental Services Committee, dated 11 October 1999, Feral Pigeon and Gull Nuisance Within The City (Appendix 3)
- 10.3 Report to Executive of the Council, dated 16 January 2001, Gull Problems Within The City (Appendix 4)
- 10.4 Report to Executive of the Council, dated 29 January 2002, Gull Management Within The City (Appendix 5)
- 10.5 [Report to TIE Committee, dated 27 July 2010, Gull nests in Tenemental Areas.](#)
- 10.6 [Report to TIE Committee, dated 29 November 2011 Gulls Nests in Tenemental Areas](#)
- 10.7 [Report to TIE Committee, dated 21 February 2012, Control of Gulls and Feral Pigeons in the City](#)
- 10.8 [Report to T&E Committee, dated 19 March 2013, The 2012 Merchiston Gulls De-nesting Pilot Project](#)
- 10.9 [Motion to T&E Committee, dated 15 March 2016, Urban Gulls - Motion by Councillor MacInnes](#)
- 10.10 [Report to South West Neighbourhood Partnership dated 7 June 2016, Urban Gulls \(Merchiston\)](#)
- 10.11 Note to Petitions Committee, dated 27 January 2017, Gull De-nesting in North Merchiston
- 10.12 [Motion to T&E Committee, dated 7 December 2017, Gulls Denesting \(Business Buletin\) - Motion by Councillor Cook](#)

Paul Lawrence

Executive Director of Place

Contact: Robbie Beattie, Scientific Bereavement & Registration Senior Manager

E-mail: Robbie.beattie@edinburgh.gov.uk | Tel: 0131 555 7980

11. Appendices

Appendix 1	Guidance from Scottish Government to Local Authorities
Appendix 2	Gulls – how to stop them nesting on your roof (Gloucester City Council)
Appendix 3	Feral Pigeon and Gull Nuisance Within the City (11 th October 1999)
Appendix 4	Gull Problems Within the City (16 th January 2001)
Appendix 5	Gull Management Within the City (29 th January 2002)

Type of mitigation technique	Mitigation technique	Contexts for possible effectiveness in urban Scotland	Major biological limitations	Practical application issues
Non-lethal disturbance	Sounds (e.g. distress calls, bangs, sirens,)/pyrotechnics	<p>Clearing gulls from relatively small areas for short periods of time;</p> <p>Moving gulls to alternative sites, particularly non-breeding birds (e.g. disturbance at roosts to deter recruits).</p>	<p>Habituation to the scaring method is likely to occur;</p> <p>Less likely to be effective at moving territorial breeding gulls.</p>	<p>Frequent changes in the position, time and type of disturbance may improve effectiveness;</p> <p>In urban settings, disturbance methods may disturb humans and other non-target species.</p>
	Use of birds of prey	<p>Little rigorous documentation of success available on which to base guidance;</p> <p>Falcons might be used effectively in relatively open areas (e.g. industrial areas with large flat roofs, landfill sites);</p> <p>Hawks might be useful only to flush pest birds from buildings, which can then be secured;</p> <p>Success less likely with territorial nesting gulls of landfills and roosts (e.g. at airports and to deter non-breeding birds from recruiting into the breeding population).</p>	<p>Choice of bird of prey species is likely to be important depending on context of use;</p> <p>Generally, requires intensive work initially and re-enforcement over subsequent years.</p>	<p>Training and careful choice of bird of prey species to reduce risk of actual kills of gulls and/or other non-target species;</p> <p>Relatively large areas might be "treated" by birds of prey flying, particularly falcons;</p> <p>Need to start before gulls begin nesting at potential breeding sites;</p> <p>Can be used with sounds / pyrotechnics but regular re-enforcement using bird of prey likely to be necessary;</p> <p>Concerns specific to the urban environment (risks to the public and birds).</p>
	Human disturbance	<p>Unpublished information suggests that this may be effective in clearing breeding colonies from urban areas if appropriate access to nesting areas can be achieved.</p>	<p>Likely to require intensive work during the breeding season (starting early in the season);</p> <p>Suggested as being less prone to habituation than other scaring techniques.</p>	<p>Issues of access to all suitable nest sites;</p> <p>Currently no studies to assess the extent to which any effect in a given year will persist in subsequent breeding season(s);</p> <p>Some persistent individuals/pairs of gulls may require additional methods of removal.</p>
Manipulation of nesting areas	Preventing access, landing or nesting	<p>Can eliminate nesting and loafing birds from specific proofed buildings;</p> <p>Need to proof all suitable gull nest sites to reduce</p>	<p>Birds are likely to move to alternative suitable nesting sites nearby.</p>	<p>Issues of access to all suitable nest sites;</p> <p>Correct design and placement of devices required for different buildings and gull</p>

		effectively numbers nesting in any particular area; Correct design and placement of any devices used is essential.		species (training issues); Periodic maintenance of devices required. Need to minimise risks of entanglement to gulls and non-target species.
	Manipulation of nesting substrates	Anecdotal reports of nesting prevented by use of roofs of materials or colours but no consistent reports and no rigorous testing documented.		
	Creation of alternative nesting habitat or relocation of colonies to non-conflict sites	Likely to require: (i) creation of suitable nesting habitat (suitable substrate in a setting that renders nesting areas free from ground predators; in a location away from human interests; (ii) pro-active attraction of the gulls to the area; and (iii) use of suitable methods to disturb gulls from current breeding locations that are perceived to be problematic; No specific studies to test whether the idea is feasible in the context of urban gull colonies.	Requires knowledge of likely distances over which gulls of breeding age would be likely to move if disturbed; Requires knowledge of other likely areas for colonisation (some of which might also result in perceived conflicts with humans).	Availability of suitable locations within a suitable distance of existing colonies is critical; Recurrent problems with containing the colonies in non-conflict areas?
Manipulation of food sources	Reducing food availability <i>e.g.</i> street litter, waste, people feeding gulls	Likely to requires widespread co-ordinated effort to eliminate or reduce all food sources within an area (winter problems) and within possible foraging ranges (breeding birds).	Need to know the availability of alternative food sources within the range of the gulls and predict how the individual gulls will respond with respect to the removal of the sources over which the LA has control.	Lack of knowledge of gull movement patterns and behaviour in urban environments currently limits use of this potential method
Restriction of breeding success	Treatment (e.g. oiling, pricking, substitution) or removal of eggs or nests	Likely to be effective for removal of 'problem pairs' or for localised problem areas; Treatment of eggs may reduce gull aggression levels due to incubation behaviour.	To reduce numbers of gulls at any one colony, a high proportion of eggs must be treated or removed; Continued effort likely to be required, although reduced recruitment may reduce the level of effort needed in future years.	Time consuming (multiple visits required per breeding season); Little expertise required for nest or egg removal, more care required for egg treatment; Removal of eggs or nest destruction may be faster per site visit than egg treatment but is likely to require more follow-up visits to remove replacement clutches; Issues of access to all nest sites.

	Introduction of predators	Not likely to be useful in urban environments in Scotland.	Risks to non-target species.	Inaccessibility of many nests to predators.
	Contraception	Technology not sufficiently developed currently.	Specificity of chemical or hormone contraception (potential effects on non-target species); Requirement to treat a substantial proportion of the gull colony over an extended time.	Technology undeveloped; Time consuming, continuous effort; Attraction of pest species to any "treated" food.
Removal of adult birds	Capture and translocation or killing	May be of utility in removing 'a problem' nesting pairs as a temporary measure.	For translocation, distance is likely to need to be large to discourage return; Replacement by other pairs likely to occur.	
	Narcotic bait	Isolated nesting areas with restricted public access (e.g. industrial sites).	Density dependent responses (e.g. earlier and more successful breeding) from surviving individuals may reduce effectiveness; Need to target a substantial proportion of the colony if the aim is to reduce overall numbers; May reduce recruitment from new birds.	Nests must be accessible for placing baits and collecting carcasses; Requirements and conditions for obtaining necessary specific licence are considerable; Training and health & safety considerations.
	Shooting	Generally likely to be inappropriate for urban environments; Isolated areas with restricted public access.	Density dependent responses (e.g. earlier breeding) from surviving individuals; May reduce influx	



November 2016

Gulls

How to stop them nesting on your roof

Introduction

This booklet has been produced in partnership with the Gloucestershire Gull Action Group. Although the examples quoted are Gloucester-based, the suggestions put forward are applicable throughout Gloucestershire and beyond.



Herring Gull

Its purpose is to advise developers how to design their buildings in a 'gull unfriendly' way, and give advice to owners/occupiers of existing buildings on how to deal with nesting gulls without causing them or other wildlife undue distress.

Although it is not a formal Supplementary Planning Document, development control staff will be using the guide when assessing applications for new buildings, or applications for netting and other forms of control where planning permission or listed building consent is required.

Background

The first record of urban nesting gulls in the county was in 1967 when three pairs of Lesser Black-backed Gulls bred in Gloucester Docks. Numbers have increased significantly over the past 30 years to the extent that in 2004 it was estimated that two thousand pairs of Lesser Black-backed and Herring Gulls nested in Gloucester City. Although there are no authoritative figures across the county, it is thought that in urban areas numbers are increasing at about 20% per year. Two species cause problems in our towns and cities; the Herring Gull (*Larus argentatus*) and the Lesser Black-backed Gull (*Larus fuscus*).



Lesser Black-backed Gull

There are a number of reasons why gulls come to urban areas, but in the case of Herring and Lesser Black-backed Gulls, they are here to breed.

Rooftops provide excellent nesting sites that are protected from the elements and free from predators like foxes and rodents. The availability of food in the surrounding countryside and from landfill sites means that the survival rate of young chicks is very high. Although they will take food from discarded rubbish in streets and parks, this is not considered to be a significant factor for their success within urban areas.

Although other gulls can be seen in and around our towns and cities, it is only the Herring and Lesser Black-backed Gulls that breed in these areas. This guide will deal with discouraging these birds from nesting.

Lifecycle

Adult birds (3 years and over) having once bred in a town or city will generally return to the same colony year after year, often to the same nesting site. New recruits (those breeding for the first time) will find a new site and come to the county from as a far afield as South Wales and Devon.

Mating activity will start in February when birds begin to identify nesting sites, courting is in full swing by March, and by April the nest will have

been made. Typically, eggs will be laid in late April or May. Apart from courtship rituals the impact on we humans at this time is not too great. This all changes in June. The eggs start to hatch, the adults become very active and the young chicks call for food. Matters get much worse in July and August when the young birds fledge (begin to fly). At this time the adults are very aggressive and young chicks are falling out of nests and roaming the streets. By the end of the summer the colony begins to disperse and things quieten down until the next breeding season.



It is important to understand that Herring and Lesser Black-backed Gulls are colonial birds, that is they prefer each others company in a large group to successfully breed. Birds on the periphery of the colony or in new satellite colonies are highly vulnerable and will tend to be those that are nesting for the first time. Making life difficult for these birds can pay real dividends. If they are

left and become established on your roof it will become almost impossible to move them on. A little forethought therefore in ‘designing-out’ obvious nesting sites or installing preventative measures can pay significant dividends in later years.

Nesting habits

Lesser Black-backed Gulls in wild colonies tend to nest on the ground, often on dunes or moorland. In urban areas they prefer flat roofs with a little substrate (gravel etc). They build a very simple nest of moss and other vegetation and if need be this can be done in a matter of hours.

Typically three eggs are laid in each nest. On a modern building, nests will tend to be built behind a parapet wall or where there is protection from the elements.

In wild colonies Herring Gulls prefer cliffs, though will nest on dunes and moorland. In urban areas they will tend to occupy difficult to access sites between chimney pots and tucked away on ledges. They will nest on flat roofs and can be seen nesting together with Lesser Black-backed Gulls.



There are a number of simple techniques that can be employed to make your building less attractive to gulls. Broadly these can be split into two distinct categories. The first is to ‘design-out’ nesting sites in the first place.



The second concerns attaching other structures to deter the birds. The latter can be retro-fitted, but the former is probably more effective.

'Designing-out' nesting sites on new build

As discussed, flat roofs are the favourite nesting sites for these birds. Modern office and commercial buildings provide ideal sites. Without suggesting that the whole design process should focus on gulls, a few points should be kept in mind.

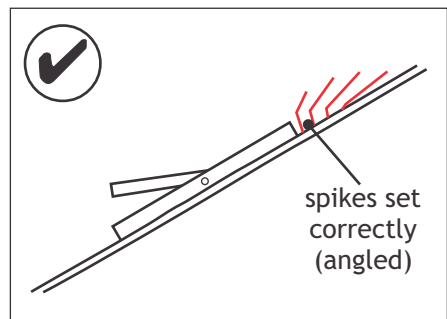
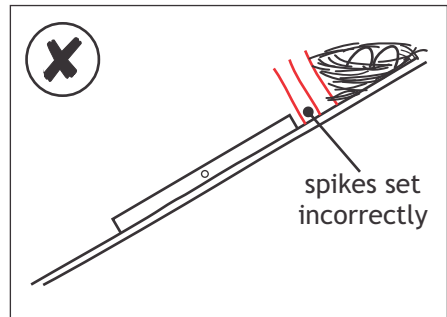
Pitched roofs

Nests require something to grip onto. If the roof is on a slope then a smooth surface will be less attractive. Generally, on a smooth roof such as a typical commercial 'crinkly tin' building, a roof plane of more than 25 degrees will tend to be too steep. Any less than this and gulls will be attracted to it.



Small interruptions in the roof plane on any building can provide enough purchase for a gull nest.

This may have to be included in your design to accommodate a stairwell or some plant housing. If it can't be designed-out, make sure a nest cannot be easily built by using spikes or wires (see below). Erecting these at a later date will be significantly more expensive.



Flat roofs

Modern flat-roofed office and residential buildings provide ideal nesting areas. Designing-out nesting sites in such buildings may well be

impractical. Netting or other protective measures may not be wanted for aesthetic reasons or because of the cost of installation and maintenance. If this is the case then ease of access can make a significant difference to any owner/occupiers ability to deal with the birds in a cost effective way. Access to all the roof area without the need for climbing boards or ladders can make the maintenance of the roof far more straightforward. If gulls do take up residence, blocked gullies, vents and similar will become a problem. Easy roof access can help deal with this.

If the eggs are to be treated in some way, for example, through the City Council's egg removal programme, easy access is fundamental. If access is not straightforward and safe the City Council will not take it on. The harder it is to get to nests, the more a private company will charge to treat them.

For residential buildings, roof gardens are seen as preferable. They allow easy access and, if used frequently, they will be a deterrent in themselves to a colony establishing on a roof. Roof gardens have other benefits, such as attenuating rainwater run off and insulating buildings, though care must be taken



with over-looking and in historic areas.

For flat and pitched roofs, if rain water is harvested, precautions should be taken to prevent contamination with guano and other debris.



‘Designing-out’ nesting sites on existing buildings

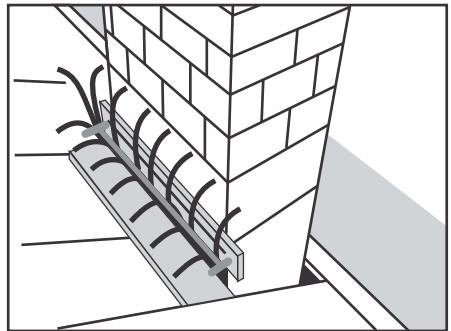
There are several companies offering a wide range of services. There are also a number of different systems. The main ones are summarised below with tips given on their usefulness and how to mitigate their visual impact.

Spikes

These are typically a series of upturned spikes that deter gulls from roosting or, in certain circumstances, from nesting. Spikes can be effective on ledges where, if enough of them are used, they will deter the birds. They are generally ineffectual if placed around parapet walls or installed at low densities.



In certain circumstances, spikes can be visually intrusive and should be used with great care in conservation areas and on listed buildings. They are most useful when restricting access to certain localised sites typically inhabited by Herring Gulls. For example they can be effective on sites around chimney stacks, with the ‘Nesthog’ or similar devices being particularly useful (see below).



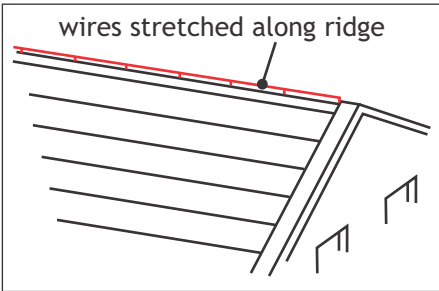
Again, if this is done properly at the outset, it can save problems later on.

Wires

There are different ways of using wires. One of the simplest methods is to stretch wires along the ridge of pitched-roof buildings. These will not deter nesting birds, but will prevent roosting.

Although generally quiet when roosting, the birds will deposit a large

amount of droppings. These look unsightly, will be expensive to clean and will hasten the deterioration of the roof fabric.



Wires can be stretched across a flat roof. These are aligned in parallel rows at a distance that will prevent a gull from landing. They have the advantage that other birds do not get snagged in them, and they can be less visually intrusive than nets.

Even so they can be fairly incongruous and siting needs to be done sensitively. Skylines that are

visible from prominent public places should be avoided (see Netting). Bright colours may improve performance but should not be used. This sort of system needs to be properly installed and maintained if it is to be successful. If done incorrectly, gulls can still enter the excluded area.



Netting

Netting is the most common form of prevention and can be retrofitted to most buildings. However, it can look ugly and careful siting and design will be needed to minimise its appearance.

Netting comes in a range of colours so it is important that an appropriate shade is chosen. Where the netting will be close-fitting to the roof it may be more acceptable to choose a netting colour to match the roof materials. Where the netting is to be

located above the roof plane, so that sky is visible between the roof and the netting (when viewed from the street), a transparent or neutral colour would be more appropriate. Vivid or fluorescent colours should be avoided as they stand out unnecessarily.



The Eastgate Portico in Gloucester has been sensitively covered with stone coloured netting, which blends well into the structure so that from a distance it is not noticeable. Although done to deter pigeons it gives a flavour of what can be achieved for gulls.



On this building (below left) little thought has been given to the colour of the netting making it far more obtrusive in the street scene.

Another important consideration when using netting as a solution is the visual impact to wider views across the City. Of particular concern are views of Robinswood Hill, the Cathedral and other historic churches and monuments. These may be views from the street or from other buildings such as offices or multi-storey car parks.

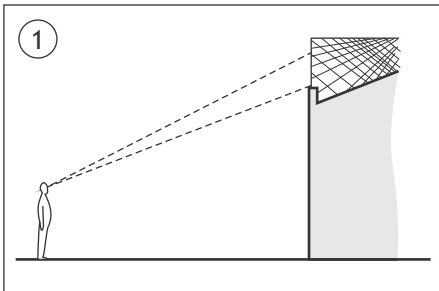
Wider views are important as they impact on the image of the city and the overall visual attractiveness of Gloucester.



This is the view from a multi-storey car park used by visitors to the city. The dark netting detracts from an attractive view of the cathedral.

Siting of the netting on the building is an important consideration. Netting should be located so that it cannot be seen from the street below.

Locating the netting further back on the roof and using a combination of methods such as wires or spikes, will help to minimise the visual impact from the street.

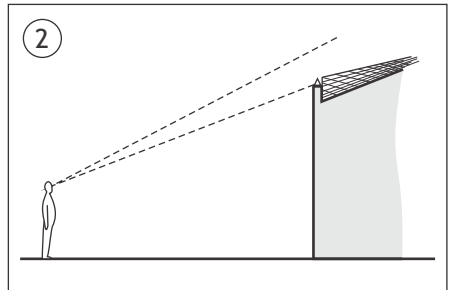


In this example (1) the netting has been located from the top of the parapet to a height that can encompass the whole pitch of the roof. This means that the netting will be clearly visible from the street. This is considered unacceptable as the netting can appear untidy and detract from the visual aesthetics of the building and the wider street scene.

In the next example (2) the netting starts from behind the parapet. Spikes or wires have been used on top of the parapet to prevent perching.

This method is much more visually acceptable.

These procedures are not necessarily foolproof and birds can make nests on top of them. Remember, gulls and other birds may become snagged in the netting. Not only does this cause unnecessary distress and suffering for the birds, but can create unfavourable publicity for the building owner. As a guide, a mesh size of 75mm is generally considered most appropriate for gulls.



Historic buildings

The fitting of netting, spikes or any other structure to listed buildings or those buildings within conservation areas should be undertaken with special care and sensitivity. In most cases Listed Building Consent or planning permission will be required. Before undertaking any works please contact the City Council's Principal Conservation and Design Officer on 01452 396855.

Other measures

All manner of scaring techniques have been tried. Many appear to be a waste of money, though more innovative systems are currently being developed. The following have proved to be less than helpful.

Plastic eagle owls and similar scaring devices



As shown below left, these are quickly habituated and are of little value.

Distress calls or other noise-based products

These are also quickly habituated and essentially have little effect unless changed on a frequent basis. Most are not appropriate in an urban area as they can be a noisy nuisance in their own right.

Wind driven moving structures

Again, these are quickly habituated and have questionable long-term effect.

Summing up

Designing-out or ensuring access to potential nesting sites is considered to be the most effective method of preventing gulls from occupying a building. Anyone involved in the design process of large commercial and residential buildings will be encouraged to take on board this principle when submitting planning applications to Gloucester City Council.

For existing structures some techniques are available, but these can be costly and may have a

detrimental impact upon the urban townscape. Careful choice of system and thoughtful design can, however, minimise these impacts.

Pest control operatives and suppliers of gull management equipment

There are a number of companies that sell bird proofing products and/or install these products.

The Contractor currently employed by Gloucester City Council is Mitie Pest Control. They carry out the egg and nest removal programme from the roofs designated by the Council.

Mitie Pest Control

1 King Alfred Way, Cheltenham, Gloucestershire GL52 6QP, United Kingdom.

Telephone: +44 (0)844 335 0330,
Mobile: +44 (0)7823 362782.

Web: www.mitie.com/pest-control

Herring Gulls, Lesser Black-backed Gulls and the law

The following is drawn from the Wildlife and Countryside Act 1991 (as amended), as guidance and should not be taken as legal advice. Generally it is illegal to capture, injure or destroy any wild bird or interfere with its nest or eggs. However, General Licences issued by Natural England (see link www.gov.uk/government/publications/wild-birds-licence-to-take-or-kill-for-health-or-safety-purposes) allow measures to be taken against certain species of bird on grounds which include the preservation of public health or public safety.

Any action taken must be humane. The use of an inhumane method which could cause suffering would be illegal. Subject to terms and conditions, the General Licence (November 2016) permits an authorised person to kill or take lesser blackback gulls or damage/destroy their nests, or to take/destroy their eggs. For Herring Gulls the licence permits authorised persons to take, damage or destroy their nests or to take/destroy their eggs.

The use of poisons or drugs to take or kill any bird is specifically prohibited except under very special circumstances and under licence.

Egg oiling

Oiling eggs - dipping them in light paraffin oil - seals the shell and effectively sterilises them. The birds, however, are duped into thinking that the eggs are still viable and will continue to sit. At this time they are actually quite quiet and disturbance is significantly reduced. As no chicks hatch, the particularly noisy aspect of the breeding cycle is removed.

Eggs must be oiled as near the laying time as possible (preferably once a full clutch of 3 eggs has been laid). This will vary with the season but will normally be around the first week of May (Gloucestershire).

After about 4-6 weeks the eggs will start to deteriorate and they will be ejected from the nest. Mature birds will lay a second or even third clutch, and if the technique is to be successful these will need oiling as well.

Dummy eggs

Preliminary experiments carried out by Gloucester City Council show that, generally, pairs will accept and carry on incubating dummy eggs. Plastic eggs part filled with sand (used by chicken breeders) can be painted to look like gull's eggs. These are then

substituted for the real thing. As they do not go off there is the added benefit that only one visit to the nest is needed. More testing will be necessary, but so far the results look promising.

As well as cutting down noise, oiling/dummy eggs may slowly disperse the colony. Although more research is needed it is thought that unsuccessful females will find a new mate and therefore nest elsewhere (this could of course be an adjacent roof). Also, it is thought that male birds may return to the natal colony, so in 3 years time there could be fewer birds returning to your area.

This document has been produced in partnership with Gloucestershire Gull Action Group. Particular thanks to Peter Rock Gull Consultant (pete.rock@blueyonder.co.uk) for pictures and technical information.

Gloucester City Council
Herbert Warehouse,
The Docks, Gloucester, GL1 2EQ

T: 01452 396396

E: heretohelp@Gloucester.gov.uk

Facebook: www.facebook.com/GloucesterCityCouncil

Twitter: @GloucesterCity

THE CITY OF EDINBURGH COUNCIL
ENVIRONMENTAL SERVICES COMMITTEE

Monday 11 October 1999

FERAL PIGEON AND GULL NUISANCE WITHIN THE CITY

Report by the Director of Environmental and Consumer Services

Contact Officer: Eric Robinson
Head of Regulatory Services
0131 469 5242

Wards Affected: City Wide

1. PURPOSE

1.1 To address Councillor Tritton's motion raised at the Environmental Services Committee of 16 August 1999 calling for a report on pest control within the city to include the growing problems caused by feral birds, particularly seagulls and pigeons, in the city. The report should:

- (i) address ways in which the Council can act to minimise the inconvenience caused to residents in areas affected by these nuisances;
- (ii) consider what action can be taken to reduce the nesting and roosting of birds in residential areas;
- (iii) draw up a programme of action to be taken to prevent the nesting and roosting on public buildings.

1.2 The report will not give a full report on pest control in Edinburgh but does address the issue of feral birds.

2. RECOMMENDATIONS

2.1 That the Committee approve the measures detailed within this report namely an intensification of street litter control notices. That Committee continues with the programme of maximising the containerisation of waste.

2.2 The production of an advisory leaflet aimed at property owners in respect of measures that can be taken to prevent gulls roosting on their property.

2.3 That the Committee note that the Department is aware of problems associated with pigeons roosting on structures and is actively pursuing with City Development and Housing Departments the implementation of a proofing programme.

2.4 That this report be referred to the Housing Committee, Property Services Committee and Planning Committee for information.

3. BACKGROUND

3.1 The need for the control of certain species of birds can be seen across the domestic, commercial, industrial and agricultural sphere. This requirement has been recognised and a significant part of the commercial pest control industry is dedicated to the fight against pest bird species.

3.2 Gulls

Gulls were first recorded breeding on buildings in Britain early this century and are now found nesting on roofs in many coastal towns and large cities.

3.3 Many people who have gulls on their property find they cause a nuisance and annoyance due to the following reasons:

- Noise, caused by calling gulls and by their heavy footsteps on rooftops.
- Mess caused by their droppings, fouling on washing, gardens, cars and people.
- Damage to property, caused by gulls picking at roofing materials and by nests which block gutters and hold moisture against the building structure.
- Birds can dive and swoop on people and pets.
- Blockage of gas flues by nesting materials can have serious consequences if gas fumes are prevented from venting properly.

3.4 The majority of people who have gulls nesting on their property refer to them as “seagulls” because most of us do not differentiate between one type of gull and another. However, most species of gull do not nest on buildings, and within most areas of Edinburgh herring gulls and lesser black backed gulls are predominant.

3.5 Both species court in April and commence nest building from early May onwards. In towns, the nest is constructed from straw and grass, twigs, paper and any other material the gull can conveniently use. The nest can be quite large and, if made of material accumulated over several years, very heavy.

3.6 Eggs are laid from early May onwards with two or three being the usual number. The eggs take about three weeks to hatch so the first chicks are generally seen about the beginning of June.

3.7 The chicks grow quickly and are quite active often falling from the nest. In towns this almost certainly means they cannot return to the nest. Small chicks will die unless returned but larger chicks will be protected and fed by their parents on the ground. Parent birds protecting fallen chicks are often the ones which dive and swoop on people and animals who often do not realise a chick is on the ground.

3.8 Chicks generally fledge in August and then take three to four years to reach maturity and breed. Herring gulls and Lesser black backed gulls tend to nest in colonies and once roof nesting birds gain foothold other gulls nest on adjacent buildings.

3.9 The principal legislation dealing with the control of birds is the Wildlife and Countryside Act 1981. Generally, it is illegal to capture, injure or destroy any wild bird or interfere with its nest or eggs. The penalties for disregarding the law can be severe.

The law does recognise that particular species of common birds can cause nuisance in certain circumstances and allows measures to be taken against such birds. However, any action taken must be humane and the use of an inhumane method which could cause suffering would be illegal. The use of poisons or drugs to take or kill any bird is specifically prohibited except under special circumstances and with a Government Licence. It is doubtful whether the Council would be eligible for a licence in a built up area for the use of stupefying baits.

3.10 The list of birds against which humane methods may be used includes herring gulls and lesser black backed gulls.

3.11 Only an owner or occupier can take action against gulls nesting on their building, or alternatively, they can give someone else permission to act on their behalf.

3.12 In practice there are very few humane methods to kill birds which are likely only to effect that particular species, and skill and experience is needed to deploy them.

3.13 **Control Methods**

3.13.1 **Culling** – The most commonly used control measure against gulls is culling, ie the deliberate killing of a proportion of the breeding population, by shooting or more often by placing poison baits at breeding sites, under licence. Since 1972 many culls have been carried out elsewhere in the United Kingdom, in the interests of a variety of causes including nature conservation, reducing the risk of bird strikes near airports, protecting water supplies and reducing the nuisance caused by gulls nesting in towns. Culling can, at least in some circumstances, be an effective means of reducing the size of a breeding colony.

It is common myth that populations exist as discrete units and that change in a population at one site will have little effect elsewhere. In fact, only about 30% of herring gulls in a colony are likely to have been reared at that colony, the remaining 70% come from other colonies as far as several hundred kilometres away. This, therefore, would result in the initial reduction in population density allowing a higher proportion of young birds establishing themselves within the colony from elsewhere to replace the birds killed.

In Edinburgh the birds are dispersed and are positioned in situations that do not provide easy and safe access for placing of baits and are adjacent to streets heavily used by pedestrians. The effects of poisoned baits are unpleasant to witness and do not occur instantly; a reasonable proportion of those gulls that could be poisoned would be likely to die in public view after moving away from their nests. Shooting of gulls on rooftops would be neither safe or humane and should not be encouraged.

3.13.2 **Disturbance** – A wide variety of techniques is available to disturb gulls at breeding colonies and elsewhere. These include use of gas guns, playing of distress calls or calls of birds of prey, positioning of flags or scarecrows within the colony, etc. Most of these techniques are successful on initial deployment. However, their effectiveness declines, often rapidly, as the gulls

become used to these methods through repeated exposure. These techniques have not proven to be effective in the long term.

- 3.13.3 **Suppression of breeding** – Removal of eggs from nest is not effective because adults can quickly replace them (in some cases up to 15 times or more without any apparent reduction in egg quality). Pricking of eggs often causes the embryo to die through dehydration, and so can be effective in reducing production of chicks at a colony. However, survivors of those chicks that do hatch are likely to be increased to act against the reduction in population size initially aimed at. Moreover, because gulls do not normally breed until their sixth year of life on average, any declines in productivity will have little or no effect on recruitment for about five years. Furthermore, recruitment by gulls reared at other colonies (70% of the total) will be unaffected. This method of control is therefore unlikely to impact upon adult population size at the colony.
- 3.13.4 **Birds of prey** – In some locations such as landfill sites, agricultural areas etc, the use of birds of prey is extremely effective in reducing population sizes. Unfortunately, their effective use within the city is not possible due to limited “free airspace” and the dangers of injury to the birds. Birds of prey may also attack other birds and animals outwith the target species, therefore creating an unsatisfactory option for the city.
- 3.13.5 **Proofing of buildings** – Placing of monofilament netting or other obstacles at breeding sites can be an effective means to prevent gulls nesting there, and so is a useful tool for moving gulls away from particular sites. However, gulls are very reluctant to leave a colony once they have started breeding and are likely to respond by moving only a short distance to equally problematic sites.
- 3.13.6 **Reduction of food supply** – Gulls can make extensive use of domestic refuse as a source of food, and there are unfortunately many opportunities for gulls to feed in the centre of Edinburgh. Reduction of these sources may reduce the density of gulls overwintering in Edinburgh and this is within the control of the Council. This may not have an immediate effect due to the availability of natural food sources at sites such as Bruntsfield Links and the Meadows.

Action taken by the council to reduce food supplies would by necessity have to be supported by owner/occupiers taking action to clear nesting material from their property from mid April onwards on a fortnightly basis until the end of June.

Options available to the council to minimise food sources would include a continuation of the containerisation scheme within the affected areas to reduce domestic refuse being placed at the kerbside. An intensified programme of street litter control including the targeting of commercial premises and their duty of care with respect to waste disposal. An increase in the use of street litter control notices on fast food outlets. The last two options are proposed to be introduced under new controls on late hours catering and liquor licences.

An advisory leaflet would also be produced by the Department detailing safe and humane options available to property owners to discourage gulls from nesting on their property.

The responsibility for the removal of gull nuisance lies both with property owners and the Council in preventing the availability of food supplies.

3.14 Pigeons

- 3.14.1 The feral pigeon is found throughout Britain. Many people associate this bird with urban environments and as such it is sometimes called the "town pigeon". The peak breeding season is between March and July but feral pigeons are capable of breeding all year round. The brood usually consists of two eggs. Incubation lasts for about 18 days and the hatched chicks are fledged after about 30 days. Another clutch can be laid when the first young are only 20 days old. This means that up to nine broods can be produced per pair, per year.
- 3.14.2 Feral pigeons tend to scavenge food often at food premises, docks or mills and flocks of several hundred can be common where spillage is abundant. Unfortunately also in urban environments, they are encouraged by members of the public feeding them birdseed, bread, etc.
- 3.14.3 The feral pigeon is listed in the Wildlife and Countryside Act 1981 as a pest species and therefore humane methods of control are permitted.
- 3.14.4 The Council is licensed to undertake this work and recognises the potential risk to public health by the transmission of E.Coli, Salmonella and Campylobacter from pigeon droppings. Although a general licence is issued by the Department of the Environment in respect of killing feral pigeons, which covers all "authorised persons" it is not all encompassing, but covers bird control for the purpose of preserving public health, public safety and the prevention of serious damage to livestock, crops, vegetables and fruit and growing timber. Damage to property is no longer a viable reason to control these birds.

3.15 Control Methods

- 3.15.1 The most successful method of pigeon control at specific locations is proofing which prevents birds from roosting on buildings, bridges and other structures. Consideration must be given to types of proofing methods which include netting, post and wire systems, spike systems and gel type applications.
- 3.15.2 A survey has already been carried out by this Department of all the bridges within the city and an assessment made of density of pigeon loading in comparison to perceived amount of pedestrian traffic.
- 3.15.3 As a result of this survey two bridges have been initially identified as particularly bad at Abbeyhill and Smokey Brae which should be the first to be addressed by this Department in conjunction with the City Development Department.
- 3.15.4 The problem with proofing is that the bird population may be moved on to other unsuitable locations. The Department has experienced a rise in complaints from residents in multi storey developments. The fundamental issues of food control have already been discussed however culling may need to be addressed at a later date as the ultimate control method.

3.15.5 The Council is licensed to kill pigeons by a number of approved humane methods. These are cage trapping followed by humane disposal or shooting.

3.15.6 An ongoing assessment of other public buildings will be made and advice on proofing will be made available from the Department.

4. **IMPLICATIONS:**

4.1 **Finance**

Cost of Proofing.

4.2 **Personnel**

None

4.3 **Equality**

None

4.4 **Strategic Policy Objectives**

None

5. **BACKGROUND PAPERS**

J MICHAEL DREWRY
Director of Environmental & Consumer

Services

Gull Problems within the City

Executive of the Council

16 January 2001

1 Purpose of report

Motion: To address Councillor Tritton's motion which calls for a report on humane measures which could be taken to reduce nuisance caused by gulls throughout the City.

The report should include details on:

- (i) nest removal
- (ii) egg pricking or oiling
- (iii) the use of a hawk

The problem is most apparent in the nesting and breeding months (April to August) and, if possible, measures should be in place for the 2001 season.

2 Summary

- 2.1 The Local Authority has no statutory obligation to control the gull population within the City.
- 2.2 The present service in Edinburgh is advisory only, including the issue of an information leaflet.
- 2.3 The Executive is asked to note the content of the report entitled "Feral Pigeon and Gull Nuisance within the City", presented and approved at the Environmental and Consumer Services Committee on 11 October 1999.

3 Main report

- 3.1 Nest removal: This practice may be of value if carried out repeatedly throughout the year, as gulls will endeavour to rebuild a number of times before being displaced to other nesting sites. Nests are often built in inaccessible locations on chimneys and in roof valleys, making the removal of nests extremely difficult and dangerous, therefore only nests which are deemed safely accessible following a health and safety risk assessment could be removed.

- 3.2 Egg Pricking: Egg pricking and taping by its very nature requires the operative to gain access to the nest, which may be dangerous, not just for the reasons mentioned within the preceding paragraph but also because the parent gulls will attack persons approaching the nests.
- 3.3 Eggs are pricked and stirred before being placed back in the nest where the gull will sit on them expecting them to hatch.
- 3.4 It is good practice to tape eggs following this procedure, the effect of which slows down the rate of bacterial decay, resulting in the gull sitting on the egg for a longer period. This period may be up to six weeks over the normal hatching period.
- 3.5 The effects of the aforementioned practices as methods of breeding suppression would not be immediately noted, but would take a minimum of five years within an established colony, with the population being monitored on an ongoing basis.
- 3.6 Two x two person teams with vehicles, safety equipment, personal protective clothing and appropriate disposal arrangements would be necessary to carry out an effective programme of nest removal and egg pricking. This proposal, if accepted, should be reviewed at the end of the first year.
- 3.7 Culling: The most commonly used control measure against gulls is culling, ie. the deliberate killing of a proportion of the breeding population, by shooting or more often by placing poison baits at breeding sites, under licence. Since 1972 many culls have been carried out elsewhere in the United Kingdom in the interests of a variety of causes including nature conservation, reducing the risk of bird strikes near airports, protecting water supplies and reducing the nuisance caused by gulls nesting in towns. Culling can, at least in some circumstances, be an effective means of reducing the size of a breeding colony.

It is a common myth that populations exist as discrete units and that change in a population at one site will have little effect elsewhere. In fact, only about 30% of herring gulls in a colony are likely to have been reared at that colony; the remaining 70% come from other colonies as far as several hundred kilometres away. This, therefore, would result in the initial reduction in population density, allowing a higher proportion of young birds establishing themselves within the colony from elsewhere to replace the birds killed. In Edinburgh the birds are dispersed and are positioned in situations that do not provide easy and safe access for placing of baits and are adjacent to streets heavily used by pedestrians. The effects of poisoned baits are unpleasant to witness and do not occur instantly; a reasonable proportion of those gulls that could be poisoned would be likely to die in public view after moving away from their nests. Shooting of gulls on rooftops would be neither safe nor humane and should not be encouraged.

- 3.8 Birds of Prey: In some locations such as landfill sites, agricultural areas, etc, the use of birds of prey is extremely effective in reducing population sizes. Unfortunately, their effective use within the City is not possible, due to limited "free airspace" and the dangers of injury to the birds. Birds of prey may also attack other birds and animals outwith the target species, thereby creating an unsatisfactory option for the City.

4 Consultations

- 4.1 The Royal Society for the Protection of Birds (RSPB) are not opposed to the culling of gulls within the City, but they stressed that they are a 'protection' and not 'destruction' body and therefore are not prepared to get involved in any proposed cull. The RSPB were actively involved in the culling of gulls on the islands in the Forth during in the 1970s and 1980s, however, this was carried out to maintain and increase the population of terns. The RSPB are now opposed to the culling of gulls on the islands in the Forth on both health and safety grounds and because they do not consider that an alleged lack of nesting sites is the reason why gulls have come inland to breed. The RSPB consider that it is the readily available food sources within the City environment that attracts gulls inland to feed and breed.
- 4.2 The Forth Seabird Group has indicated that as part of a national census on gull populations they intend to carry out an aerial survey of Edinburgh in May 2001. Accurate information on location of colonies, breeding pairs, nest sites and current numbers is required to target resources effectively and this proposed survey should be supported.
- 4.3 East Lothian Council currently remove nests and prick eggs in the towns of Musselburgh and Dunbar. In the first year of this programme, they physically removed 170 nests in Musselburgh and over a period of three years they claim to have achieved a 50% reduction in the number of nests which they record annually on computer printed maps.
- 4.4 The Scottish Executive Rural Affairs Department has major reservations over the use of stupefying baits and a licence could not be granted in built-up areas, due to dangers arising with drugged birds causing accidents. As with the use of stupefying baits, shooting birds is considered inhumane and is definitely not recommended in city centre and urban locations, as it is considered ineffective and potentially causes serious health and safety issues.

It is the opinion of the Rural Affairs Department that there are few known incidents of successfully using birds of prey in city centre locations, as these only serves to displace the problem.

5 Options

Option 1 - Status Quo

- 5.1 To continue to provide public information leaflets, to offer proofing of property in a commercial capacity and roll out the programme of containerisation of refuse throughout the City.

Option 2 - Humane Control Methods

- 5.2 To carry out a nest removal and egg pricking service for domestic property between the months of March - September for a five year period commencing 2001.
- 5.3 To trial the use of static imitation birds of prey secured on public buildings in the Bruntsfield and Morningside areas as part of a controlled experiment monitored by Officers from this Department. In order to obtain meaningful results, this trial should commence in February/March before the nesting season.

6 Financial Implications

- 6.1 Option 1: None.
- 6.2 Option 2: Year 1 £40,000 (Two x two person teams, vehicles and service costs for six months of the year)
- | | | |
|---|---------|---------------------|
| 2 | £41,200 | (3% inflation rise) |
| 3 | £42,436 | (3% inflation rise) |
| 4 | £43,708 | (3% inflation rise) |
| 5 | £45,018 | (3% inflation rise) |

The Department has no budget for this option.

7 Recommendation

- 7.1 That the Executive determine the preferred service provision to deal with the gull problem within the City.

J M Drewry
Director of Environmental and Consumer Services

Appendices

Contact/tel	Eric Robinson, Head of Regulatory Services (0131 469 5242)
Wards affected	City-wide
Background Papers	Report on Environmental Services Committee 11 October 1999 entitled "Feral Pigeon and Gull Nuisance within the City"

F:\typist\data/comrep/2000/gullproblems.gd.kr
4 December 2000

Gull Management within the city

Executive of the Council

29 January 2002

1 Purpose of report

To address the proposals by the Executive as a result of a motion by Councillor Tritton.

The report to cover:

- a the full costs of a culling programme
- b details of the effects of the Council's containerisation of waste programme on the seagull population
- c investigate the legal position in regard to access to communal roof of tenements to deal with nesting sites
- d the implications of immediately implementing a pilot programme which offers residents a service of nest removal, egg pricking or oiling, as appropriate
- e do all of the above for feral birds.

2 Summary

- 2.1 The report addresses the Department's belief that a localised cull would be inappropriate and that the gull problem should be addressed at a national level.
- 2.2 Reports on the effects of containerisation, the legal position and the implication of an immediate pilot programme offering residents a service of egg pricking, oiling and nest removal.
- 2.3 The worth of reporting on all feral birds.
- 2.4 The Executive is asked to note the content of the two previous reports entitled "Feral Pigeon and Gull Nuisance within the City", presented and approved at the Environmental and Consumer Services Committee on 11 October 1999 and "Gull Problems within the City" presented to the Executive of the Council on 16 January 2001.

3 Report on the Full Cost of a Culling Programme

- 3.1 The Local Authority has no statutory obligation to control the gull population within the City.
- 3.2 Culling involves the removal of a percentage of the breeding adult population. This would necessitate the use of lethal control methods on a large scale. The methods available have been detailed in previous reports.
- 3.3 It is impossible at this time to cost a full culling programme for the City of Edinburgh as the area has never been surveyed to ascertain the numbers and location of nesting birds. In addition, many nest sites are difficult to access and would require specialist access equipment to be hired, entailing additional variable costs.
- 3.4 Culling would not be a legal option at present as the City of Edinburgh Council have not exhausted humane alternatives.
- 3.5 Opposition to a cull can be expected from groups and individuals concerned with animal welfare as letters have already been received expressing concern over a possible cull in Edinburgh.
- 3.6 A representative of MAFF has advised that the City of Edinburgh Council would not be granted a licence to use stupefying bait. Licences are issued based on a specific application detailing the problem and methods of control which have been implemented, and failed, leaving a significant problem unaddressed. To date the City of Edinburgh Council has issued advisory leaflets and has not tested any other control methods with respect to gulls.
- 3.7 Without stupefying baits, the use of equipment designed to humanely dispatch adult birds would not be possible as there are no commercially available methods of trapping gulls.
- 3.8 Shooting gulls in an urban setting is not an option as a firearm certificate rated rifle would be required to effectively dispatch the birds. Lothian and Borders Police have verbally advised that the use of a firearm would not be permitted in built-up, heavily populated areas of the city where gull nesting typically occurs.
- 3.9 This Department is licensed to authorise any person to kill, damage or destroy the nests or take or destroy the eggs of both the Lesser Black Backed Gull and the Herring Gull for three specific reasons listed below:
- preserving public health
 - preserving public safety
 - preventing the spread of disease.
- 3.10 The Department must address each gull-related request from the public on an individual basis to ensure that the most effective, lawful route is followed. For example, a nest with chicks which is blocking a gas flue would necessitate the disposal of birds.
- 3.11 The Department believes that a national cull would be necessary to deal with the gull problem and proposes to consult with the Central Science Laboratory of the Department of Environment, Food and Rural Affairs.

4 The effect of containerisation on the gull population

- 4.1 Complaints for this financial year up to August have been analysed and from the results it can be concluded that containerisation of waste dramatically reduces the likelihood of public complaints about gulls.
- 4.2 42 wards have been containerised and we have received 18 complaints relating to 9 of these wards. However, in the 16 non-containerised wards, 12 produced 44 complaints in the same period.
- 4.3 The containerisation of waste may not in itself remove gull colonies, as birds can travel up to 30 miles per day to feed, but it does stop a large source of foodstuffs being put out as an encouragement.
- 4.6 Scottish Natural Heritage have indicated that they would be willing to study the pellets produced by gulls to give an idea of their diet. This information would show whether the birds' main food sources exist within the City and whether total containerisation would reduce the availability of the birds' food supply.

5 Investigate the legal position in regard to access to communal roofs or tenements to deal with nesting sites

- 5.1 We are currently awaiting a response from Legal Services to address the above question. We are also attempting to ascertain whether notice can be served to require nests to be removed where the property owner or owners are not willing to take action and whether cost recovery if work is carried out in default would be possible.
- 5.2 Both Scarborough and East Lothian Council seek prior consent to remove nests and/or eggs and/or birds from the owners of buildings where gulls have nested. Each request for action is assessed individually before any works are carried out. For these reasons they have not faced legal challenge to their control methods.

6 Implication of an immediate pilot programme offering residents a service of egg pricking or oiling and nest removal as appropriate

- 6.1 Egg pricking and oiling or nest and egg removal from the start of and throughout the breeding season will serve to reduce the serious nuisance and noise disturbance caused to residents by nesting gulls.
- 6.2 The above methods will not effectively control the roof nesting gull population but may stem the rate of growth in existing colonies. Gulls take around six years to reach breeding maturity and can live as long as 33 years, so there will be no immediate reduction in the number of breeding adults.
- 6.3 Nest and egg removal would have to be repeated throughout the season, as gulls are known to rebuild their nests several times on or near to the same site.
- 6.4 Egg sterilisation by either pricking or oiling has a limited decoy effect. Gulls become aware that their eggs are defective and re-lay, sometimes as soon as a few days later.
- 6.5 In practice, Scarborough BC found oiling to be the more effective decoy method. However, egg oiling has inherent operator Health and Safety problems if carried out on a large scale. Operators working at height with oily hands and equipment represents a high level of risk.

- 6.6 Displacement of the gulls into areas of the city currently unaffected may occur if nests are persistently removed.
- 6.7 Proofing of the building to prevent further nesting is recommended after nests are removed from rooftops. Displacement of gulls to areas in the immediate vicinity which are not proofed will occur.

7 Do all of the above for feral birds

- 7.1 No definition of feral birds has been given.
- 7.2 An Order which came into effect in 1992 removed from the Wildlife and Countryside Act 1981 the list of birds which may be taken at all times by an authorised person, which may previously have been used to define feral birds.
- 7.3 The licence granted to CEC for 2001 listed the following species under the above authorisation:

Crow, Collared Dove, Great Black Backed Gull, Lesser Black Backed Gull, Herring Gull, Jackdaw, Jay, Magpie, Feral Pigeon, Rook, House Sparrow, Starling, Wood Pigeon.
- 7.4 The enormity and relevance of reporting upon all the previous topics for each of the above listed birds is of dubious worth.

8. Consultations

- 8.1 East Lothian Council provides a free service of nest/egg and gull removal for two days each year and have faced no legal opposition to access roofs for the purpose of gull control.
- 8.2 Scarborough BC have been actively involved in gull control for 30 years and as well as providing advice and information they now employ a team of roofers, supervised by an Environmental Health Officer to provide a nest removal service. Proofing is conditional to the free service and, as each request is dealt with on an individual basis, they have had no legal challenge to access common roofs. They propose to charge for the service this season.
- 8.3 Scottish Natural Heritage are interested in assisting any studies into bird numbers movement and feeding patterns.
- 8.4 Dr Cuthbert of Kingston University is of the opinion that a cull in Edinburgh would not be legal and favours a programme of waste containerisation and proofing of individual buildings.
- 8.5 PICAS Pigeon Control Advisory Service promote proofing.
- 8.6 Animal Concern advocate proofing and the flying of hawks as well as litter reduction.
- 8.7 The Department is of the opinion that an open debate on all the issues would best serve the concerns of the public and it is intended to hold a seminar in February with all interested parties.

9 Recommendations

- 9.1 That this Department, in tandem with local action groups and Scottish Natural Heritage, create a database pinpointing nesting sites to monitor the gull population within the City year by year.

- 9.2 That this Department continue with the programme of maximising the containerisation of waste.
- 9.3 To consider whether to provide a pilot scheme free for nest/egg removal, conditional to the uptake of proofing the property to the public for a 5-year period commencing May 2002, to be reviewed at the end of one year. This cannot be contained within the Departmental budget and therefore additional resources will be required if this pilot scheme is to be undertaken.
- 9.4 To provide a chargeable service for nest/egg removal to the public and commercial sector on request, strongly recommending proofing for a 5- year period commencing May 2002, to be reviewed after one year.
- 9.5 That the owners of all non-residential buildings highlighted by local residents as gull nesting spots this year are contacted to recommend proofing of their rooftops before next season.
- 9.6 To continue to offer advice and information on request and to collate data relating to the number, nature and location of gull complaints.
- 9.7 We believe that research and guidance on a national level is required with respect to nesting urban gulls. As such, we propose to consult with the Central Science Laboratory (CSL) of Department of Environment Food and Rural Affairs regarding their proposed research project to evaluate problems associated with urban nesting gulls and to develop and test an integrated control and management strategy.
- 9.8 That the Department, subject to confirmation from Legal Services, instigate legal action to recover costs if work is carried out in default.
- 9.9 That the Department organise a seminar on the gull problems in February 2002.

10 Financial Implications

10.1	Recommendation	9.1	Nil
10.2	Recommendation	9.2	Nil
10.3	Recommendation	9.3	Staffing costs (1 operative) (£17,000)
10.4	Recommendation	9.4	Self-financing
10.5	Recommendation	9.5	Staff costs contained in Departmental Budget
10.6	Recommendation	9.6	Nil
10.7	Recommendation	9.7	Nil
10.8	Recommendation	9.8	Nil


J M Drewry
 Director of Environmental and Consumer Services

22/1/02

Appendices

Contact/tel Eric Robinson, Head of Regulatory Services
TEL: 0131 469 5242

Wards affected City wide

Background Papers 2 previous reports "Feral Pigeon and Gull Nuisance within the City"
"Gull Problems within the City"

F:\Typist.data.comrep.2001.gulls.pb.dp
10 January 2002

Transport & Environment Committee

10:00am, Thursday, 17 May 2018

Winter Maintenance Review

Item number	7.12
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	19

Executive Summary

This report provides a review outline of winter maintenance operations over the period 27 October 2017 to 13 April 2018. The report also provides information on the development of a Winter Maintenance Plan to capture and track the actions identified from this review. At time of writing, key staff involved continue to carry out winter standby duties. An update therefore on the implementation of the improvement plan, with possible service options and data, will be reported to this committee in August 2018.

Winter Maintenance Review

1. Recommendations

- 1.1 It is recommended that Committee notes the information provided in this report and the development of the Winter Maintenance Improvement Plan.
- 1.2 It is recommended that Committee approves the review concept for prioritisation of pavements, cycleways, roads and grit bins.
- 1.3 It is recommended that Committee receives an update report on the implementation of the improvement plan, with possible service options, in August 2018.

2. Background

- 2.1 The Council operates a priority system for the treatment of roads, pavements, and cycle paths within the city boundary. Certain trunk roads, for example the A720 Edinburgh Bypass, M8 and M9, are the responsibility of Transport Scotland.
- 2.2 Outside normal Edinburgh Road Services (ERS) working hours (7.30am to 4.00pm) only Priority 1 routes are treated during freezing conditions.
- 2.3 During snow conditions, all available resources are deployed to maintain Priority 1 routes and then other routes are treated as long as snow conditions, and the remaining effects, prevail.
- 2.4 Gritting operations for Priority 1 routes are managed by ERS. Operations are staffed by two rosters (Rosters A and B). Roster A is staffed by ERS and undertakes the gritting of road routes and park and ride sites. Roster B is staffed by volunteers from across the Council and undertakes gritting of pavements and cycleways using mini-tractors.
- 2.5 Local Priority areas are managed by Waste & Cleansing staff and Parks & Greenspace staff. They carry out winter weather duties during their normal working hours, with Waste & Cleansing staff working a 4 on 4 off shift, so available 7 days per week and Parks & Greenspace staff working 4 days per week during the winter months.
- 2.6 The Council has also procured the services of sub-contractors to provide gritters and drivers to supplement Roster A when required. It also has a farmers' contract to provide gritting in rural areas in the south west of the city. This contract has proved to be very beneficial in treating areas ERS find challenging with its existing fleet.

- 2.7 There are contracts in place for additional staff and equipment to add to resources during times of extreme and prolonged weather.
- 2.8 Staff on rosters A and B are on standby throughout the winter period and provide cover, as required, 24-hours per day, seven days per week, irrespective of public holidays.
- 2.9 Detailed weather forecast information is provided, via a contract with the Met Office and supplemented by additional information such as road surface temperature, surface moisture and salt content of the road. This information is available to the ERS Duty Manager who makes the decision to deploy resources for gritting/ploughing. The Duty Manager aims to have gritting carried out on a pre-grit basis, applying salt before surfaces freeze but this is not always possible.

3. Main report

- 3.1 During and at the end of each winter, the service is reviewed to identify ways to improve, using a 'lessons learned' and 'you said, we did' approach. Details of this review, and the planned actions, are contained in this report.

Gritting Routes

- 3.2 The Council operates a priority system to treat roads, pavements and cycle paths within the City boundary. Roads are either priority 1 or classed as priority 2 covering the remaining Council maintained roads. Pavements are either priority 1, local priority or no priority. Cycleways are either priority 1 or no priority.
- 3.3 The review, and improvements to be proposed, will clarify what can at times be confusing prioritisation e.g. our web pages state that for roads "During snow conditions, all available resources will be deployed to maintain priority 1 routes and then other routes in priority order..." A reader may rightly wonder when or if a particular street will be treated.
- 3.4 This review is not aiming to 'downgrade' priorities but to bring clarity and consistency to the prioritisation of pavements, cycleways and roads, while supporting active travel and keeping Edinburgh moving equitably.
- 3.5 The following sections describe the current prioritisation arrangement for each area, (pavements, cycleways and roads) the proposed changes and how treatment will be delivered.

Pavements

- 3.6 Pavement Priority 1 currently cover the busy pedestrian routes to hospitals, clinics, care homes and schools. These typically cover the busiest city centre pavements and higher altitude areas to the south and south west of the city.
- 3.7 Currently local pavement priority routes are subject to appropriate treatment during weather events on the basis of locally assessed conditions.
- 3.8 The remaining pavement network is considered with competing winter treatment demand.

- 3.9 In order to provide clarity on how pavements will be categorised, it is proposed that the following principals be used:
- 3.9.1. Pavement Priority 1 will have some minor changes to reflect recent City developments and per the principals above.
 - 3.9.2. Pavement Priority 2 will be created to absorb many of the local priorities and provide links to the P1 network of pavements and roads. This will give pedestrian access to key local facilities and the public transport network.
 - 3.9.3. Pavement Priority 3 will be created and include pavements linking residential pavements with P2 and P1 pavements.
 - 3.9.4. Residential Pavements will include all other residential areas. These will be pavements that are not P1, 2 or 3 and likely to be adjacent to homes.
- 3.10 When the Duty Manager decides treatment is required, it is proposed that P1 pavements will be treated by the existing 'Roster B' that can operate 24/7. P2 will be treated by diverting staff, such as Waste & Cleansing and Parks & Greenspace, from their normal duties. P3 will be treated by both P1 and P2 staff but only when P1 and P2 pavements are OK.

It is unlikely that resources will allow residential pavements to be treated, except in extreme and prolonged conditions when additional contracted resources are engaged. We would encourage and support community 'self-help' to treat these areas when required.

Cycleways

- 3.11 Currently Priority 1 Off-Road Cycleways receive treatment whenever weather conditions dictate and are pre-treated where possible when frost, snow or ice is forecast. These cycleways include: Middle Meadow Walk, Leamington Walk in Bruntsfield Links, Innocent Railway Path between St Leonards Lane and the Jewel at ASDA and sections of the Caledonian Cycle Track, North Edinburgh Cycle Network.
- 3.12 All other parts of the Council's off-road cycleway network are considered with all other competing demands.
- 3.13 In order to provide clarity on how cycleways will be categorised, it is proposed that the following principals be used:
- 3.13.1. Cycleway Priority 1 will have some minor changes to reflect recent development.
 - 3.13.2. Cycleway Priority 2 will be created to ensure that when combined with P1, a City wide cycle network is treated, giving cyclists access across the City. This network will include both off-road and on-road cycleways.
 - 3.13.3. Cycleway Priority 3 will be created and include cycleways that link into the P1 and P2 cycleway network.
- 3.14 When the Duty Manager decides treatment is required, it is proposed that P1 and P2 cycleways will be treated. The resource to deliver this will be determined when

the route review is completed, but likely to be similar to pavements. P3 will be treated only when resources allow and P1 and P2s are OK.

- 3.15 Although cycleways will be treated as above, at the same time as pavements and roads, it will not always be safe to cycle. Cyclist must make their own risk assessment and possibly transfer to public transport instead of cycling.

Roads

- 3.16 Road Priority 1 include important principal roads, all bus routes and roads to fire stations, police stations, ambulance depots, hospitals, clinics, care homes and schools.
- 3.17 Bus park and ride sites at Ingliston, Hermiston and Straiton are treated as Road Priority 1. During periods of extreme wintry weather treatment is extended to also include the park and ride parking spaces.
- 3.18 Currently road Priority 2 consist of all remaining maintained roads. Due to the level of resources, it is only possible to treat key link roads to Priority 1 roads and those located in higher altitude areas.
- 3.19 In order to provide clarity on how roads will be categorised, it is proposed that the following principals be used:
- 3.19.1. Road Priority 1 will have some minor changes to reflect recent City developments and per the principals above.
 - 3.19.2. Road Priority 2 will include key linking and access roads to the P1 network and roads that are part of the priority cycleway network.
 - 3.19.3. Road Priority 3 will be created and include roads linking residential roads with P2 and P1 roads. This could be for example a stretch of road without adjacent residences, which is linking a P2 road to a residential area.
 - 3.19.4. Residential roads will include all other residential areas. These will be roads that are not P1, 2 or 3 and likely to be adjacent to homes.
- 3.20 When the Duty Manager decides treatment is required, it is proposed that P1 and P2 roads will be treated by the existing 'Roster A' staff that can operate 24/7, supported by HGV drivers from across the Council. P3 will be treated by the same staff group but only when resources allow and P1 and P2 are considered to be OK.
- 3.21 It is unlikely that resources will allow residential roads to be treated, except in extreme and prolonged conditions when additional contracted resources are engaged. We would encourage and support community 'self-help' to treat these areas when required.

Grit Bins

- 3.22 There are approximately 2500 grit bins recorded across the City. When all unrecorded bins have been identified and new bins sited following recent requests, there will be approaching 3500 grit bins.

- 3.23 In the past, some grit bins have been placed on street without an 'asset' being created on the Confirm recording and refill IT system. These bins also do not show on the Council's online map and this will be rectified during the summer.
- 3.24 Refilling grit bins is resource intensive and a significant resource demand, usually at times when the priority pavement, cycleway and roads need treating. A crew of 2 staff and 1 x 3.5t vehicle will average around 46 grit bins checked/refilled per day. To refill 3500 grit bins within 5 days would require 30 staff and 15 vehicles.
- 3.25 A review of grit bins will be carried out during the summer with a proposal that the following is implemented:
- 3.25.1 The current principal for siting grit bins remains; a new grit bin will not be sited within 100 metres of another bin, grit bins will not block the passage of pedestrians or be sited in a private area, grit bins will not be removed outwith the winter period.
- 3.25.2 Grit bins will be checked and filled prior to the winter season.
- 3.25.3 Refilling of grit bins will be by web request or carried out in routes by domain (see thermal mapping below) following severe weather.
- 3.25.4 Refilling of grit bins will be in the reverse priority to pavement, cycleway and road priorities. Grit bins on non priority pavements, cycleways and roads will take the first priority for refilling with a target time of say 5 days.
- 3.25.5 Refilling of grit bins will be monitored and those infrequently used, that are sited on priority gritting routes will be removed.
- 3.26 An analysis of the resource required to maintain grit bins per the above will be carried out and the resource identified.

Treatment Domains

- 3.27 Edinburgh has historically been treated as 1 domain for winter weather activity, so usually when the forecast indicates at least part of the City needs treating, it is all treated per the priority system.
- 3.28 There can be significant temperature variations across the City, influenced by factors such as the high ground of the Pentlands, the coastal areas and the dense urban development of the City centre.
- 3.29 During the winter of 17/18 a contractor has thermally mapped the City, gathering information by driving Priority 1 routes on several occasions. This creates a temperature map of the City giving the relationship of one section of road to another. Forecast conditions at known points can then be more accurately forecast across the City network to allow a targeted treatment.
- 3.30 This thermal mapping will initially be used to create treatment 'domains'. Instead of one domain covering the whole City, we will have 3 or 4 domains. With advances in technology, it may in the future be viable to move to forecasting and treating on a pure map basis, by forecasting which sections of roads etc. are likely to freeze and then only treating them.

- 3.31 It is important to note that there will be many occasions throughout the winter period when it will be necessary to deploy resources across the whole of the city and this practice will not change. However, there will be occasions when this is not required and the thermal mapping forecasting will be used to implement this providing a saving.
- 3.32 Having treatment domains and domain forecasts for winter 18/19 onwards, will deliver some key benefits during marginal conditions:
 - 3.32.1. Reduced salt use
 - 3.32.2. Reduced fuel use and diesel fumes
 - 3.32.3. Reduced night time traffic noise
 - 3.32.4. Reduced pressure on staff
 - 3.32.5. Reduced fleet running costs

Vehicle Tracking System

- 3.33 The current gritting fleet was fitted with a vehicle tracking system for winter 17/18.
- 3.34 The tracking system supports operational Duty Team Leaders with monitoring and planning, particularly in periods of severe weather, giving information on location, route travelled, speed and where the gritting control unit is also monitored, salt application rate, spread width, weight used etc.
- 3.35 Mobile trackers have also been purchased and are placed in sub-contractor and hire vehicles to monitor and record location, route travelled, speed, time.
- 3.36 The information available from the system has been useful in providing information to the Council's Independent Claims Handler in defence of public liability claims received

Routing Technology

- 3.37 Current gritting routes have been manually created and are paper based, provided to drivers in map form and supplemented with written guidance.
- 3.38 Following review of the priority pavements, cycleways and roads, routes will be created within each of the new thermal domains. These will be optimised using Routesmart software, which usually achieves around 17% to 20% route efficiency when compared to manually routing.
- 3.39 The use of Routesmart opens the opportunity to display routes for drivers on a 'sat-nav' type device. This device can also control the gritter unit (on/off, spread pattern, spread rate) allowing the driver to just concentrate on driving and therefore reducing driver fatigue. It would also allow drivers who are unfamiliar with the route to operate it.

Salt Stocks

- 3.40 The number of Council depots across the city is currently being reviewed and opportunities to rationalise this estate are being considered. The roads operational depots are included in this review.

- 3.41 Currently gritting is co-ordinated from 3 operational depots, Blackford, Barnton and the main depot at Bankhead. As part of the Roads Improvement Plan, the staff from Barnton Depot will transfer to Bankhead Depot. It is planned that the work required to facilitate this moved will be completed by September 2018. This will mean that gritting operations will be delivered from two depots and the Routesmart exercise will reflect this change.
- 3.42 A strategic 10,000 tonne salt stock was put in place at Tower Street following the severe winter in 2010/11. However this is a key potential residential development site so the salt was used to replenish the depot operational salt stocks this winter. The salt also needed to be recycled and the waterproof covers replaced, which would have cost circa £30k. The Tower Street site will be vacated by early summer.
- 3.43 Winter 18/19 operations will commence with access to 14,000 tonnes of salt, the same level held for 17/18, and there are a few options being explored for the 10,000t stock location.

Gritting Fleet

- 3.44 An element of the Roads Improvement Plan is reviewing the vehicle fleet used by ERS and a process of replacement is being developed with Fleet Services.
- 3.45 Given the timescales, it is unlikely Fleet Services procurement will be in a position to deliver new gritters for the 18/19 winter season. In the interim, vehicles will be sourced through a hire agreement to provide a core of replacement gritters.
- 3.46 The current fleet is ageing and for 18/19, hired/new vehicles will reduce the amount of down time and maintenance support from Fleet Services. The amount of down time stretched the gritting service this winter and required the use of sub-contractors to ensure Priority 1 routes were completed.

Customer Care

- 3.47 As a result of the Transformation Programme, and the development of the Business Support Service, a review of the process for managing correspondence is underway. Correspondence in ERS is managed via the Confirm Asset Management system and reports will be developed to allow analysis of this correspondence to inform service improvements. Performance targets will reflect corporate procedures and timescales.
- 3.48 It is planned to make information publically available via the Council's website, including forecast information and treatment decisions. Opportunities to display winter weather information on the Traffic Scotland web site, to give seamless journey information on the trunk road network and Edinburgh's network, are being explored with Transport Scotland.

Council Website

- 3.49 The information on the Council's website will be updated to provide clear information of the gritting service and reflect the changes to our service following this review.

- 3.50 It is proposed the website also provides clear health and safety information in relation to severe weather to support the findings of Scotland's Transport Minister following this winter. When the directive is issued to travel only if required it is important that cyclists and drivers know that every effort is being made to ensure they have the option to use public transport and gritting resources will support this.

4. Measures of success

- 4.1 The Thermal Mapping exercise will provide 3 or 4 domains, allowing targeted gritting to be undertaken in the coldest parts of the city when the weather forecast permits this approach.
- 4.2 Optimising gritting routes using Routesmart software is estimated to achieve a 17% to 20% route efficiency.
- 4.3 The Edinburgh community will have clarity on which pavements, cycleways and roads will be treated, and when.
- 4.4 There will be clear timescales for refilling grit bins.
- 4.5 The downtime of the gritting fleet will reduce with the provision of newer vehicles.

5. Financial impact

- 5.1 The budget to provide a winter weather service is based on a 7 year average spend and was £2.88m for 17/18. Budget underspends following milder winters create a reserve to fund severe winters with high costs.
- 5.2 The budget and reserve level will be reviewed to ensure the contingency reserve is maintained but only to an amount sufficient to fund a severe winter such as experienced in 2009/10 and 2010/11.
- 5.3 The improvements and changes outlined in this report will enable the Council to deliver winter weather services effectively and efficiently. Any year on year savings from efficiency or milder weather will add to the reserve.
- 5.4 To deliver the improvements outlined in this report, especially for pavements and cycleways, there will be a service 'cost' to services that supply staff to carry out winter weather duties during their normal working hours. The largest groups of staff and therefore service impact, will be for Waste & Cleansing and Parks & Greenspace but many services also supply staff.
- 5.5 The August 2018 update report to this Committee will be clear on which 'normal' services e.g. street cleansing, will cease or significantly reduce whilst those staff are performing winter weather duties.

6. Risk, policy, compliance and governance impact

- 6.1 The City of Edinburgh Council has a statutory duty (under Section 34 of the Roads (Scotland) Act 1984) to take such steps as it considers reasonable 'to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads'. The intention of this duty is not that the Council will take immediate and

simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources. Failure to fulfil these duties could result in action being taken against the Council.

- 6.2 ERS provides the Winter Maintenance Service with support from other Council services; some provide drivers for the gritting fleet. Failure to secure this support could have significant reputational risks if the pavement, cycleway and road network is not treated during wintry weather. It would also increase the requirements to use sub-contractors, and could expose the Council to legal challenge.
- 6.3 A strategic store or supply of salt to replace Tower Street needs to be identified before September 2018. Failure to identify a store/supply could impact on the level of strategic salt stocks and reduce the Council's preparedness for a severe winter.
- 6.4 Failure to replace the existing fleet could result in an insufficient number of available vehicles to manage the gritting requirements in accordance with Section 34 of the Roads (Scotland) Act 1984.

7. Equalities impact

- 7.1 It is recognised that the Winter Maintenance service impacts upon everyone in the city to a greater or lesser degree. It is acknowledged that people with mobility difficulties are likely to experience significant disruption to their working and/or personal lives.
- 7.2 The major Winter Weather Working Together review conducted in 2011 focussed on the identification of groups who may be more adversely affected by severe winter weather including sheltered housing, special schools and care homes. The changes made to gritting routes were developed from these findings.
- 7.3 Reviews of gritting routes undertaken since that date take in to account the location and needs of these groups and the services they need to access.
- 7.4 During periods of severe winter weather, the Council's Emergency Plan has provisions in place to cater for those from within the protected characteristics.
- 7.5 In 2012 the Swedish city of Karlskoga considered gender equality when it reviewed the way it cleared its streets of snow. It was found that clearing the main highways first benefited car drivers, more of whom tended to be men, rather than footpaths and cycle paths, more often used by women. The city decided to start by treating the streets and paths around daycare centres, then areas around the largest workplaces and schools, before moving on to office districts and main roads. This resulted in fewer injuries, since pedestrians are more likely than motorists to be injured in icy weather.
- 7.6 Edinburgh's winter weather review proposes using 3 main groups of staff to treat all priority 1 pavements, cycleways and roads at the same time. The priority 1 roads are selected to provide emergency service access and a public transport network.

8. Sustainability impact

- 8.1 Reduction in mileage, gained through the thermal mapping exercise when gritting only the coldest domain, will result in a reduction of vehicle emissions.
- 8.2 Reduction in mileage, gained through Routesmart route optimisation will result in a reduction of vehicle emissions.
- 8.3 Any reduction in salt usage, obtained through the thermal mapping exercise, will reduce the amount of salt entering rivers and water courses.
- 8.4 Renewal of the gritting fleet will provide more efficient engines and reduce emissions.

9. Consultation and engagement

- 9.1 ERS staff have, and continue to be, consulted on the depot rationalisation project and the replacement of fleet.
- 9.2 Consultation and engagement with staff is taking place in relation to the wider Roads Improvement Plan which includes some aspects of Winter Maintenance.
- 9.3 Specialist groups such as Sustrans, Living Streets, SPOKES and some community groups will be engaged and consulted.

10. Background reading/external references

- 10.1 Roads Service Improvement Plan at Transport & Environment Committee On 1 March 2018

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Head of Place Management

E-mail: gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

11. Appendices

Appendix 1 – Winter Weather Improvement Plan

Winter Maintenance Improvement Plan v.03

Action No	Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Winter Operations							
1	Use thermal mapping information to revise gritting routes	Domains to be established and routes to be revised following Thermal Mapping Exercise	Aug-18		CALMs		Open
2	Review Road Priority Routes	Routes to be revised based on Thermal Mapping information and review.	Oct-18		Roster A CALMs	Existing Priority 1 Routes will be reviewed with operation out of two depots (Blackford and Bankhead). Existing Priority 2 Routes will be reviewed. Priority 3 routes developed. Residential Routes will be reviewed.	Open
4	Review Pavement Priority Routes	Routes to be revised based on Thermal Mapping information and review.	Oct-18		Roster B CALM and Team Leader	Existing Priority 1 Routes will be reviewed with operation out of two depots (Blackford and Bankhead). Priority 2 Routes will be developed/reviewed. Priority 3 routes developed. Residential Routes will be reviewed.	Open
5	Review Off-Road Cycle Routes	Routes to be revised based on Thermal Mapping information and review to create a network.	Oct-18		Roster B CALM and Team Leader	City wide network to be created using on-road and off-road cycleways.	Open
6	Grit Bin Policy	Review policy for the provision of grit bins.	Aug-18		Commercial Team		Open
7	Grit Bin Locations	Analyse the location and provision of grit bins across the city	Oct-18		Commercial Team	Identify and create IT system 'assets' for approximately 500 grit bins on street but not on system.	Open

8	Grit Bin Filling	Review procedure for the filling of grit bins	Oct-18		Commercial Team	Programme will be informed by the findings of Thermal Mapping Exercise	Open
Customer Care							
9	Correspondence	Develop a procedure with Business Support colleagues to respond to correspondence	Aug-18		Commercial Team	Performance Targets will mirror Corporate procedures and timescales.	Open
10	Correspondence/ Performance	Arrange for reports to be developed in Confirm to monitor Winter Maintenance provision	Aug-18		Confirm specialist		Open
11	Council Website	Review and update Council Website to provide information on the Thermal Mapping Domains. Provide information on priority gritting routes and Provide information on the location of grit bins, how to request a bin and the procedure for filling grit bins. Provide H&S information in relation to severe weather.	Oct-18		Emergency Planning and Commercial Team		Open
Depot Operations							
12	Salt Supplies	Review salt stocks and strategic salt stores	Aug-18		Commercial Team	A stock of 14,000 tonnes will be in place for winter 18/19. Access to strategic salt supply to be identified for 10,000 tonnes	Open

13	Salt Sheds	Feed in to the Council's Depot Review project to ensure satisfactory geographical salt provision	ongoing		ERS Manager	Location of salt dome at Bankhead to be considered within the Depot Review to ensure best use of space. Blackford salt dome will require maintenance/investment pending completion of Depot Review.	Open
14	Strategic Salt Store	Identify new strategic salt store to replace Tower Street	Aug-18		ERS Manager	Depending on location, site may require ground works to accommodate salt stocks. If required budget will need to be identified.	Open
Fleet							
15	Gritters	Liase with Fleet Services to ensure provision of replacement vehicles	Jul-18		Commercial Manager		Open
16	Vehicle Maintenance and Support	Review maintenance and support service provided by Fleet Services	Jul-18		Commercial Manager	Develop an action plan to progress findings of this review. Mechanical and Fitter support is required 24/7 during operations.	Open
Contract Management							
17	WW Contract	Investigate the possibility to contract drivers only and use CEC gritting fleet	Sep-18		Commercial Manager	Current provision is for a contractor to provide vehicle and driver. Options for the provision of driver only to be discussed with Legal/Fleet Services.	Open
18	WW Contract	Review performance of current contractor	Jun-18		Commercial Manager		Open
19	Farmers Contract	Review current contract	Jun-18		Commercial Manager		Open
Technological Improvements							

20	Gritter monitoring	Develop the use of information available from UK telematics gritter monitoring system	Oct-18		Commercial Team	Gritter monitoring successfully installed this winter.	Open
21	Routesmart	Develop optimised gritting routes in Routesmart	Oct-18		Routesmart Specialist	Routesmart is already utilised in Waste Services	Open

Transport and Environment Committee

10.00 am, Thursday, 17th May 2018

Waste and Cleansing Policies Assurance Statement

Item number	7.13
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	25

Executive Summary

Council policies are key governance tools. They help realise the Council's vision, values, pledges and outcomes, and are critical to the Council's operations, ensuring that statutory and regulatory obligations are met in an efficient and accountable manner.

To strengthen governance arrangements in this area a policy framework has been developed to ensure that all current Council policies are easily accessible, and are created, revised and renewed in a consistent manner and to an agreed standard.

To ensure that Council policies remain current and relevant, all Council directorates are required to review policies on an annual basis.

Waste and Cleansing Policies Assurance Statement

1. Recommendations

- 1.1 To note that the current policies detailed in this report (Appendix 2) have been reviewed and are considered as being current, relevant and fit for purpose.
- 1.2 To approve the draft litter bin siting policy, Appendix 3, which will be a temporary working document for use until the potential development of a national template for these policies by Keep Scotland Beautiful.
- 1.3 To approve the draft policy, Appendix 4, for garden waste collection following the decision of Council on [22 February 2018](#) to introduce a charge for this service while setting the budget for 2018/19.

2. Background

- 2.1 Council policies are key governance tools. They help realise the Council's vision, values, pledges and outcomes, and are critical to the Council's operations, ensuring that statutory and regulatory obligations are met in an efficient and accountable manner.
- 2.2 To strengthen governance arrangements in this area a policy framework has been developed to ensure that all current Council policies are easily accessible, and are created, revised and renewed in a consistent manner and to an agreed standard.
- 2.3 To ensure that Council policies remain current and relevant, all Council directorates are required to review policies on an annual basis.

3. Main report

- 3.1 An element of the policy framework is to ensure that all Council policies are fit for purpose. This requires each directorate to review all policies relevant to their services on an annual basis, and to provide the necessary level of assurance that these policies are current and relevant.
- 3.2 This report confirms that the policies listed in Appendix 1 have been reviewed by senior management and are still considered fit for purpose. The current policies are laid out in Appendix 2.
- 3.3 Most policies in relation to the management and collection of waste have been updated in recent years to take account of the following: changes to legislation (in

particular to mandate the provision of specific recycling services); budgetary decisions (e.g. the ending of trade waste collections); or other service changes (such as the introduction of the new kerbside recycling service).

- 3.4 A change has been made to the policy relating to the provision of communal waste and recycling bins- this explicitly states that we will arrange assisted collections for people who are unable to present their waste as a result of disability. As such this provides additional protection for people who are affected by such a disability and brings this policy into line with that for people who receive kerbside collections and special uplifts of bulky waste.
- 3.5 Moreover the policy on assisted collections for both kerbside collections and communal bin collections have been reworded to allow for the provision of temporary as well as ongoing assisted collections (e.g. to assist someone to cope during a specific period of ill health which will not be ongoing indefinitely).
- 3.6 The policy relating to Household Waste Recycling Centres (HWRCs) replaces the former policy for Community Recycling Centres and seeks to emphasise that these sites now serve to collect household waste only. As a result of an ongoing project to enhance the operation of HWRCs further changes to this policy may be required as the project develops and those will be reported at the appropriate time.
- 3.7 A draft litter bin siting policy has been included (Appendix 3). This seeks to improve the management of litter bins which will help to support consistent decision making, and ensure that litter bins can be sited where they are most effective.
- 3.8 The Council's budget setting process for 2018/19 included the introduction of a charge for the collection of garden waste. A draft policy (Appendix 4) has been included for this service, along with minor amendments to other kerbside collection policies to reflect this change.
- 3.9 Otherwise these are policies which have essentially been in operation for several years and this report serves to baseline these. Future reviews and updates will be made annually as a result of budgetary decisions, legislative changes and other policy changes. These will be reported to committee at the appropriate times.
- 3.10 All policies will be made available through an interactive directory on the Council's website and, where appropriate, on the Waste and Cleansing Service's web pages.

4. Measures of success

- 4.1 Access to up to date and relevant Council policies, for internal and external stakeholders, which are quality assured and reviewed on an annual basis.

5. Financial impact

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

6. Risk, policy, compliance and governance impact

- 6.1 Increased accountability, transparency and efficiencies concerning Council actions and operations.

7. Equalities impact

- 7.1 There are no direct equalities impacts as a result of this report.
- 7.2 The policies on the kerbside collection of waste and recycling already take into account the specific needs of people with disabilities, and older people, through the provision of additional capacities for collecting waste and assisted collections where this will support people to live better. The amendment to the policy relating to the provision of communal bins serves to enhance protection for residents who are unable to present their waste as a result of disability.
- 7.3 A charge for garden waste collections is being introduced, but the service will continue to provide assisted collections in line with that policy, for those who choose to opt into the service.
- 7.4 The provision of the Special Uplift service for bulky waste supports people who are unable to access Household Waste Recycling Centres to dispose of large items, while the promotion of the National Reuse Helpline helps to encourage reuse of specific items by charities who serve to deliver wider social benefits.
- 7.5 The policy on the provision of services for places of worship and charities seeks to balance the need to control waste arisings and encourage recycling, while providing equal treatment to different congregations and organisations. This still takes into account the wide range of organisations and their differing needs, e.g. by providing multiple collections at the same site where there is a genuine need for this.

8. Sustainability impact

- 8.1 The policies outlined here support provision of integrated recycling services as part of an overall waste management service.
- 8.2 These will serve to minimise the use of resources in our local economy, and reduce carbon and other emissions associated with production and consumption of raw materials.

9. Consultation and engagement

- 9.1 The review of the policies associated with the provision of kerbside waste and recycling services considered the policies successfully operated by other Councils, and took into account good practices in other areas.
- 9.2 The review of the policies associated with the provision of waste and recycling collections for charities and places of worship considered the range of services provided by other Councils and sought to incorporate good practices from other areas.

10. Background reading/external references

- 10.1 Waste and Cleansing Services Policies Guidebook March 2018 (Appendix 2)

Paul Lawrence

Executive Director, Place

Contact: Angus Murdoch, Technical Coordinator

E-mail: angus.murdoch@edinburgh.gov.uk | Tel: 0131 469 5427

11. Appendices

Appendix 1 Assured Policies

Appendix 2 Waste and Cleansing Services Policies Guidebook March 2018

Appendix 3 Draft Litter Bin Siting Policy

Appendix 4 Draft Garden Waste Collection Policy

Assured Policies

	Policies (Waste and Cleansing Services Policies Guidebook March 2018)
Services covered	<p>Kerbside Waste Collection Policies (Household Waste):</p> <p>Provision of kerbside waste containers</p> <p>Shared recycling bin</p> <p>Contamination</p> <p>Excess Waste</p> <p>Presentation of Waste</p> <p>Assisted Collection</p> <p>Missed Collection</p> <p>Communal Bin Collections (Household Waste)</p> <p>Special Uplift Policy</p> <p>Household Waste Recycling Centres</p> <p>Collection and Disposal of Waste from Places of Worship</p> <p>Collection and Disposal of Waste from Charities</p> <p>Trade Waste Collections</p> <p>Waste from Council Premises</p> <p>Provision of Service to New Housing Developments</p>
Approval date	17 May 2018
Approval body	Transport and Environment Committee
Review Process	<p>Waste and Cleansing Services Technical Team</p> <p>Waste and Cleaning Services Management Team</p> <p>Transport and Environment Committee</p>
Change details	Review

Appendix 2 Waste and Cleansing Service Policies Guidebook (March 2018)

The following information summarises the Waste and Cleansing Service policies which we use to operate our services.

These will be reviewed and, where appropriate, updated annually.

Domestic Waste Policies

Kerbside Waste Collection Policies (Household Waste)

Communal Bin Collections (Household Waste)

Special Uplift Policy

Household Waste Recycling Centres

Other Policies Related to Household Waste

Collection and Disposal of Waste from Places of Worship

Collection and Disposal of Waste from Charities

Trade Waste Policies

Trade Waste Collections

Waste from Council Premises

Other Policies

Provision of Service to New Housing Developments

Litter Bin Siting Policy (Draft)

Garden Waste collection Policy (Draft)

KERBSIDE WASTE COLLECTION POLICIES (Household Waste Only)

The following policies all relate to the collection of waste and recycling at the kerbside. These assume provision of the mixed bin recycling and recycling box service alongside separate facilities for residual (landfill) waste and food recycling.

Policy on the Provision of Kerbside Waste Containers

The standard kerbside collection service provided will consist of:

- 240 litre GREEN bin for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil);
- 33 litre BLUE box for segregated recyclable materials (glass, batteries, textiles, small electricals);
- 23 litre GREY bin for food recycling;
- 240 litre BROWN bin for garden waste recycling; this is a chargeable service which residents may opt into- this service is not supplied automatically; **NOTE See Draft Policy for chargeable Garden Waste Collection**
- 140 litre GREY bin for residual (landfill) waste.
- Smaller (140 litre) green and brown bins are available on request.
- Food collections take place weekly;
- Mixed recycling and residual (landfill) bins are collected two weekly.
- Blue recycling boxes are collected two weekly;
- Garden waste bins are collected two weekly;
- Larger green and grey bins are available only in specific circumstances outlined below.

Alternative services will only be offered where the standard kerbside or communal collection systems cannot be provided.

All containers (including bins and recycling boxes) are the property of the Council; if a bin or other container is lost or requires replacement we aim to replace this within 10 working days.

Please note that if the bin is damaged we reserve the right to carry out a repair of the existing bin where this is possible. If the bin is lost or stolen we may require you to provide a Crime Report number from Police Scotland.

GREY (LANDFILL) ONLY:

The grey landfill bin is provided for the disposal of household waste which cannot be recycled. The standard capacity provided is 140 litres per household. A larger 240 litre bin is available where there is a genuine need, i.e.:

- 5 or more permanent residents in household
- 2 or more children aged 3 years or under
- A medical condition which results in the generation of additional waste;
- Other households are required to use the standard 140 litre bin.
- **THE LARGER BIN IS 240 LITRE; A 360 LITRE BIN MAY ONLY BE PROVIDED IN EXCEPTIONAL CIRCUMSTANCES**

GREEN (MIXED RECYCLING):

The criteria for a larger recycling bin is:

- 5 or more in household;
- Smaller households may also have a larger recycling bin but will be asked to pay a one off delivery charge;
- Up to two food bins and blue boxes can be uplifted from each household.
- The delivery charge will also apply for supplying a second food bin or blue box.

BROWN (GARDEN WASTE RECYCLING):

- **NOTE See Draft Policy for chargeable Garden Waste Collection Appendix 4**

Shared Recycling Bin Policy

In some blocks of flats, and other properties, there may be insufficient space to accommodate the full range of individual waste and recycling bins. This should only apply to older buildings- all new buildings should be designed to accommodate the full range of services.

Where this is the case we may offer shared bins.

In some cases we may offer each resident their own landfill bin, and offer shared recycling bins. In other cases it may be necessary to offer shared bins for both services.

The examples below show how officers assign bins to blocks of flats which previously had green bins under the red and blue box recycling service, but may not have enough space to accommodate the full range of bins under the new service. This list is not intended to be exhaustive, and other options may be offered.

A typical household will be receiving 240.5 litres per week on the new service (excluding garden waste). The old service was 198 litres per household per week.

In every case shown the capacity provided each week has increased compared with the previous situation. However two options are provided for 6 in a block to minimise the drop off in capacity.

Standard Service (Per Property for comparison of litres provided):

Landfill	Grey 140l Landfill	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	1	1	1	1		
Litres/hh/wk	70	120	27.5	23	240.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block Of 4 (Sharing):

It is assumed that in most cases blocks of 4 will **NOT** be sharing. The following is provided only for situations where this resolution cannot be achieved.

Landfill	Grey 140l Landfill	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	4	3	4	4		7+8 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 6 (Sharing):

This provides 2 options depending on the amount of space available. In each case, residents have 1 landfill bin each (as well as recycling boxes and food bins) but share either 5 or 4 recycling bins.

	Grey 140l Landfill	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	5	6	6		11 +12 boxes
Litres/hh/wk	70	100	27.5	23	220.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

	Grey 140l Landfill	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	4	6	6		10 +12 boxes
Litres/hh/wk	70	80	27.5	23	200.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 8 (Sharing):

Landfill	Grey 140l Landfill	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per fortnight)	TOTAL (Bins)
Bins (+boxes)	8	6	8	8		14 +16 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Contamination Policy

- The kerbside recycling bin (green) is provided for the collection of the following specific materials only:
- Paper and cardboard, clean plastic bottles, pots, tubs and trays, clean cans, tins, foil and EMPTY aerosols. All items must be placed clean and loose in the bin. Plastic bags are not accepted.
- The kerbside recycling box (blue) is provided for the collection of the following specific materials only:
- Glass bottles and jars, small electrical items such as toasters, kettles, etc, small batteries (in a clear bag) and textiles (presented in a bag in or beside the box- black bags are not accepted).
- The food bin (23 litre grey bin) is provided solely for the recycling of cooked and uncooked food. Materials must be wrapped in a compostable liner, old newspaper or a plastic bag inside the food bin (e.g. a bread bag; black bags are not accepted).
- The garden waste bin (brown) is provided solely for the recycling of compostable garden waste. All items must be presented loose in the bin. Bins containing plastic bags and other materials will not be collected.
- The landfill bin (140 litre grey) is provided solely for the disposal of household waste which cannot be recycled in one of the recycling collections.
- Other items presented in these containers will result in them not being collected. In this event it is the responsibility of the householder to remove the incorrect items, and present the bin or box on the next collection day.

Where genuine mistakes are made we will seek to engage with the householder and resolve this.

Where a householder continues to contaminate a recycling bin, and does not engage with staff to resolve this, the recycling service will be withdrawn and enforcement action may result in some circumstances.

Excess Waste Policy

All bins must be presented at the kerbside with lids closed and no extra waste presented alongside, with the following exceptions:

- We will collect large cardboard boxes which do not fit in the recycling bin (e.g. television boxes)- these may be presented alongside the recycling bin for collection. All such boxes should be empty of all other materials and presented flat in such a way that they do not blow away, e.g. between the bin and a fence or hedge.
- Textiles should be presented in a sealed clear or coloured plastic bag - black bags are not collected; textile bags may be presented in or beside the recycling box.
- No other loose or bagged waste will be collected.
- Glass, household batteries and small electrical items must be presented in the recycling box, with the lid provided securely attached.

Presentation of Waste Policy

- All waste must be presented in the containers provided, or in line with the excess waste policy.
- Waste bins and containers must only be presented on the day of collection and should be removed as soon as possible after collection.
- Collection may take place at any time between 6 AM and 10 PM. Bins presented after 6 AM may not be collected and will not be covered by the Missed Collection Policy (below).
- All containers should be presented on the pavement outwith your property (except where an assisted collection has been arranged) and must be removed no later than 12 noon on the day following collection.
- On some occasions it may be necessary to agree a presentation point with you. This is a special location where it is agreed that you will present your bins – this will be employed in specific circumstances such as limited access, unsurfaced rural roads, etc.
- Our crews will endeavour to return bins and other containers to the point they take it from.

Assisted Collection Policy

- Assisted collections are available where all members of a household are unable to present their bins due to a disability or medical condition.
- If you request an Assisted Collection we will visit you within 10 working days; if you are eligible for an Assisted Collection we will specify a collection point which is accessible to you and the collection crews.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- Collection crews will collect your bins from this point and return them to this point after collection.
- We will contact you regularly to check whether you still need the service.

- This will not usually take place more often than annually, except where a temporary Assisted Collection has been agreed for a shorter period.

Missed Collection Policy

- We will seek to collect all materials on the scheduled collection day.
- Where a collection is delayed as a result of severe weather, vehicle breakdown, etc, we will advertise this on our website and advise when the collection will take place (usually the following day).
- Where a collection is missed in error and this is reported by phone or webform by the end of the following working day we will ask that the customer leaves the bin out. Reports after this time cannot be accepted as a missed collection.
- We will come back within two working days, (excluding Saturday, Sunday and some public holidays).
- Where the crew has reported a recycling bin as being contaminated, the bin will be tagged to advise the householder. In these circumstances, we will not return to collect the bin until the next collection.
- Where the crew records that the bin has not been presented, it must be presented on the next scheduled collection day. Crews will not return to collect the bin prior to this.

COMMUNAL BIN COLLECTIONS (HOUSEHOLD WASTE)

Communal bins may be provided as an alternative to individual bins where the design of the property makes the issuing or collection of household waste bins impractical.

- Bins are provided only for the disposal of general household waste and separated recyclable items.
- Large items such as furniture should be disposed of via Special Uplift or Household Waste Recycling Centres; where practicable reusable items should be donated to charity (more information is available from the National Reuse Hotline).
- Bins must be stored off street within the bin store, car park, etc at all times, unless the bin has specifically been sited on the street by the Waste and Cleansing Service (e.g. in “traditional tenement” areas where there is no off street storage of waste).
- Bins will normally be provided for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil); glass, food and residual (“landfill”) waste.
- Bins will be emptied on a frequency that seeks to ensure they are not overfilled.
- Bins may be emptied on any day (including Saturday and Sunday) between the hours of 6 AM and 10 PM. Seven day access must be maintained. Safe access must be maintained at all times.
- Bins will be maintained regularly as required.
- Where bins are sited on private property it is the responsibility of the landowner to ensure that the property presents a safe working environment.
- The Waste and Cleansing Service will not be responsible for the upkeep and maintenance of any property where bins are sited, or any bin lift mechanism, etc.
- Where properties are not maintained to an adequate and safe standard, the Waste and Cleansing Service may in exceptional circumstances suspend collections until the defect is rectified. In these circumstances it will be the responsibility of the landowner or factor to arrange and pay for any additional collections which are required.

ASSISTED COLLECTION STATEMENT (for communal bin areas)

Note: This is a new section as of January 2018, following a recent request.

- Assisted collections are available where all members of a household are unable to access their communal waste collection due to a disability or medical condition.
- If you request an Assisted Collection we will visit you within 10 working days; if you are eligible for an Assisted Collection we will specify a collection point which is accessible to you and the collection crews (e.g. at door to tenement on ground floor).
- We are NOT able to enter your property or communal stair
- We may need to visit you to confirm this.

- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary Assisted Collection has been agreed for a shorter period.

SPECIAL UPLIFT POLICY (HOUSEHOLD WASTE)

Special uplifts are available for household waste only to uplift larger or other items not dealt with by routine waste collection services, such as mattresses, furniture and large household items. A charge is levied for these services.

Charges will be set annually and advertised on our website.

Where practicable arrangements should be made to allow items to be reused. Support for this is available from the National Reuse Helpline, and further information is available from our website:

www.edinburgh.gov.uk/bulkyuplifts

Additional charges:

There is a charge for each individual item uplifted. Up to 10 items will be collected per uplift.

Additional charges will apply for garden waste, rubble, tiles and plasterboard.

Items not covered by this service:

Some items will not be covered by the service. These are:

- pianos
- storage heaters
- household wheelie bins
- car tyres
- safes
- barbed wire
- spot welders
- gas cylinders
- garden poles with cement still attached
- oxygen cylinders
- cast iron baths
- asbestos/ hazardous wastes
- electric or manual wheel chairs
- fire extinguishers
- food or sanitary products
- car batteries
- clinical waste
- liquid waste (e.g. oil and paint)

Presentation of items for Special Uplift:

Waste must be on the pavement in front of property by 7am on the specified day of collection. Waste must not be presented at any other time. Staff will not normally be able to enter any property or building to uplift waste. Only those items specified at the time of booking will be uplifted.

Special Uplift assisted collections are available where all members of a household are unable to present their items due to a disability or medical condition but must be requested at the point of booking the uplift.

HOUSEHOLD WASTE RECYCLING CENTRES

(REVISED POLICY TO EMPHASISE THAT THE SITES DO NOT ACCEPT COMMERCIAL WASTE, AND OTHER MINOR UPDATES)

Household Waste Recycling Centres are solely provided for the recycling and disposal of household waste generated by households in Edinburgh. Commercial waste is NOT accepted at these sites.

Opening Hours

Our sites are open 7 days per week. We will publish our opening hours on the website.

The sites will be closed 25, 26 December each year and 1, 2 and 3 January each year. In exceptional circumstances (e.g. extreme weather) it may also be necessary to close sites at other times; in this event, the closure will be advertised via the Council's website and through social media.

Vehicle Access

Cars or single axle trailers carrying household waste ONLY are allowed at all sites.

Vans and double axle trailers carrying household waste ONLY are only allowed in at Sighthill and Seafield Household Waste Recycling Centres, subject to the following:

Residents using branded hire vans to dispose of household waste ONLY must bring hire documents and two forms of identification such as a utility bill, and driving licence or passport. Staff can refuse access to anyone who fails to produce the correct documents.

Residents are not otherwise allowed to use a branded or liveried van to deliver waste to any Household Waste Recycling Centre. Residents using their own unbranded/ unliveried van to dispose of household waste ONLY must bring two forms of identification such as a utility bill, and driving licence or passport. Staff can refuse access to anyone who fails to produce the correct documents.

Commercial waste is not allowed at any site.

Behaviour on site

Householders using the site must always follow the site rules and the instructions of our staff. This is for their safety, and that of others. These will be advertised on site, and on our website. You must follow instructions given by site staff for your safety.

- Children and animals must remain in your vehicle at all times.
- Only Edinburgh residents with their own household waste can use this site.
- Commercial, trade or business waste is not allowed.
- You must observe speed limits and traffic flow signs. Reversing is not allowed.

- All waste must be sorted and deposited only in the correct container.
- Only authorised contractors may remove materials from this site.

The Council will prosecute anyone who threatens or assaults our staff.

Items which can be accepted on site.

We accept a wide range of household waste, but there are some items we are not able to accept. Our objective is to divert as much as possible from landfill. Items which can and cannot be accepted will be advertised on our website.

From time to time we may need to make changes to the materials we can accept. These will be advertised on our website.

Collection and Disposal of Waste from Places of Worship

Places of worship which are treated as exempt from commercial rates under the Valuation and Rating (Scotland) Act 1956 will be treated as households for the purposes of waste collection and disposal.

Where multiple properties exist as separate addresses on the same site, e.g. a residential dwelling and a church, each is entitled to its own collection.

The following services will be provided at no cost:

240 litres landfill per fortnight;

360 litre mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays);

Two glass boxes per fortnight;

Two food collection boxes per week;

The capacities provided are significantly greater than those provided to a standard household. Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Any waste arising from a specific commercial activity such as a café or a crèche must not be placed in the household waste stream, and a commercial contract must be put in place to manage this.

Collection and Disposal of Waste from Charities

Waste and Cleansing Services collects waste from charities but requires that as a minimum waste is segregated to allow recycling of dry mixed recyclate (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays); glass (where produced); food waste (from food premises).

The following COLLECTION services are available free of charge:

240 litres landfill per fortnight

360 litres mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays)

Two glass boxes per fortnight

Two food collection boxes per week

Where multiple properties exist as separate addresses on the same site, e.g. a charity headquarters and a separate charity shop, each is entitled to its own collection (however any office which is simply part of the shop would not be covered by this).

Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Trade Waste Collections

- Trade waste is any waste or recycling produced by a business, regardless of size.
- Whether you operate out of a shop, office, restaurant, van or your home, it's the law that your waste is collected by a licensed waste carrier. This is called your Duty of Care.
- The Waste and Cleansing Service does not operate a commercial waste collection service or accept Trade Waste at Household Waste Recycling Centres or in household waste and recycling bins.
- If you seek to dispose of your waste as household waste the Council may seek to take enforcement action against you.
- The Waste (Scotland) Regulations require you to sort certain waste streams and arrange for these to be collected separately for recycling.
- Waste must not be stored on the street and can only be collected at agreed times.
- Information on complying with your Duty of Care, recycling your waste, and our policy on presenting waste only at set times is available on our website at: www.edinburgh.gov.uk/tradewaste

Where the property is in shared domestic use, e.g. a bed and breakfast with the owner or family living on site the following rules will apply:

- Where the property is assessed for rateable value as being 20% or less domestic, this will be treated as a business and the Trade Waste policy must be followed, and a trade waste contract be put in place to manage all waste;
- Where the property is assessed for rateable value as being 21% or more domestic, the standard provision for household waste and recycling will be provided; the Trade Waste policy must be followed, and a trade waste contract be put in place to manage any waste additional to this.

Waste From Council Premises

- It is the Council's policy that all of its premises must comply with the internal Resource Use Policy, as well as the Waste (Scotland) Regulations and all other relevant legislation.
- The Resource Use Policy requires the waste hierarchy to be applied, to reduce, reuse and recycle, and in addition as a minimum to ensure that facilities are in place to recycle: paper, card, cans, plastics, glass and food, as well as to collect residual mixed waste for landfill.
- Procedures must be put in place to manage specialised waste streams not covered by general household waste provision (e.g. engine oil).
- It is the responsibility of building managers, in partnership with the Facilities Management team covering that building, to ensure compliance on a site by site basis, and to arrange collection of the above materials by the Waste and Cleansing Service.

- All steps must be taken to maximise use of the recycling services and prevent their contamination with other materials, through the use of adequate signage, the use of correct coloured sacks, and staff training.
- It is expressly forbidden to mix separately collected and mixed waste streams.

Provision of Service to New Housing Developments

NOTE: This is the high level policy designed to support and work in tandem with the more detailed document “Instructions For Architects” setting out the more detailed instructions to developers and architects which cover types and numbers of bins, access, health and safety, defensible space and other operational requirements.

The Council’s policy is that all new build or converted properties must be specified to allow:

- The provision of the full range of waste and recycling collections as specified by the Council’s staff, which must be fully integrated, e.g. each bin store must have provision for the full range of materials collected for disposal and recycling;
- Safe and efficient access for waste collection teams to collect waste and recyclable materials;
- Provision for the disposal of bulk items as well as general household waste and recyclable materials.

It is the responsibility of the developer or architect to:

- Engage the Waste and Cleansing Service at the earliest point of the development process, and prior to the submission of any plans to the Planning Service, to agree a waste management plan for the property;
- If this does not take place, the Waste and Cleansing Service may not be able to adopt the property, requiring residents to make their own arrangements for the disposal of waste at their additional cost

The waste management plan must comply with the Waste and Cleansing Service’s Instructions to Developers and Architects. It must cover:

- The types and capacities of bins to be used and the range of materials for which provision will be made, including the full range of recyclable materials;
- Access arrangements to empty bins, including turning circles, interactions with pedestrians, etc;
- The arrangements going forward to service and maintain bin housings, bin stores, bin lifts, etc as appropriate (which will not be managed by the Waste and Cleansing Service)
- The decision as to whether a development will receive a kerbside or communal bin collection service will rest solely with the Waste and Cleansing Service.
- The standard kerbside waste collection service provision (per property) is formed of one landfill bin, one mixed recycling bin, a recycling box and a food caddy. In some cases a garden waste bin may also be provided.
- In larger blocks it may be more appropriate to utilise communal bins rather than individual containers and the Waste and Cleansing Service may require this as part of the planning process.
- The developer may source their own bins provided these are compliant with the collection arrangements (including types and colours) operated by the Waste and Cleansing Service;

- The Waste and Cleansing Service can also source bins, but will recover these costs from the developer.
- The Waste and Cleansing Service will be responsible for the subsequent maintenance and replacement of the bins, but not for any bin housing or lift mechanism associated with the property or development.

Draft Litter Bin Siting Policy

DRAFT 5: 19 December 2017

NOTE: A national template is being developed by Keep Scotland Beautiful; this policy is intended to provide an interim policy which will be reviewed and updated once a national template becomes available.

Background

This policy is designed to

- outline the principles which will be followed in selecting and reviewing where litter bins are located across the city;
- inform decision making for future litter bin sites; and to
- assist with decision making around existing litter bin sites with the ultimate objective of locating the correct size and type of right bins in the right place, reflecting demand.

The Council's capacity to provide litter bins is finite. It is likely that the demand for litter bins will, at certain times or locations, exceed the capacity to provide the service.

It is expected that the criteria outlined in the policy should assist with managing litter bin provision. In addition, no review process currently exists to ensure that litter bin locations continue to match the expectation when it was sited, taking into account changes to usage patterns, and external factors such as vandalism, etc.

A range of bin types may be deployed across the city taking into account the following:

- Available litter bin stocks;
- Size of litter bin versus usage and demand;
- Type of location.

It is intended that future litter bin sites will be selected by using guiding principles. These will include (but are not restricted to):

- Operational efficiency;
- Usage patterns;
- Health and safety considerations associated with the servicing of the litter bins;
- Links to other policies, e.g. planning and streetscape issues including in particular Edinburgh Street Design Guidance.

The type, size and location of litter bins are all linked to how litter bins are used by the public, and in particular how frequently they require to be emptied, and how much litter is collected. These are the key determinants which need to be matched to service delivery and flexibility in terms of servicing frequency and the ability to route services effectively and efficiently.

Usage and efficiency

Changes to the ways in which litter bins are managed will be governed by two factors: how they are used by the public, and how efficiently they can be serviced.

The use of routing software, coupled with resident feedback and potentially litter bin sensors will help to improve the efficiency and responsiveness of Waste and Cleansing services, but will also be used to better target the siting of the bins to maximise their efficiency.

Prioritisation Criteria

It is not possible to define specific sites which will and will not receive litter bins.

The following areas will normally be viewed as high priority to receive litter bins:

- Main arterial routes and other high footfall and through route areas;
- Main areas of commerce and retail;
- Key routes in relation to secondary schools;
- Near fast food and takeaway retailers;
- Public transport hubs (eg. Bus stops and similar areas) where large numbers of people stand for periods of time, particularly in central areas;
- Entrances to parks and significant public spaces.

The following areas will not normally be viewed as high priority for litter bin placements, or may in some cases be ruled out for litter bin placement:

- Exclusively residential areas, except where these become high priority due to one of the reasons above;
- Locations where the litter bin would be sited in close proximity to a household waste bin (i.e. the communal bins which are sited on street in tenemental areas, and are provided for the disposal of household waste AND litter);
- Locations where the litter bin is being abused, including: inappropriate disposal of household or commercial waste which has not been resolved by engagement or enforcement; sites which are subject to arson or vandalism.

Other Siting Criteria

Siting with regard to pedestrians

Care must be taken to ensure that litter bins do not impede pedestrian flows and take into account the particular needs of people who use wheelchairs and prams. A minimum footpath width of 1.5m must be maintained.

Public events

The provision of temporary litter bins may be considered at specific locations to reflect increased pedestrian flows and litter generation at certain times, e.g. during public events.

Other criteria with regard to safe siting, or whether or not to provide a separate recycling service should be taken into account when siting these bins. Litter bins must not be provided to collect commercial waste and it must be made clear that events organisers must put in place separate arrangements for the segregation of commercial materials for recycling and disposal of commercial waste in compliance with the Waste (Scotland) Regulations and other pertinent legislation.

Parks and other similar public spaces

The siting of bins in public parks and greenspaces presents some particular challenges in terms of efficiency, capacity and safety. It is usually viewed as beneficial to encourage park users to take their waste to strategic locations, usually at entrances and exits, so that the litter bin can be serviced safely without having to drive into or around the greenspace.

Therefore, as facilities are upgraded the following principles will be adopted:

- Litter bin locations will be moved from throughout the park or public space, to key locations e.g. Leith Links;
- The maximum capacity must be provided;
- The facilities should be designed to take account of the usage of the sites, with dedicated facilities being provided as appropriate for barbecue waste, specific appropriate recycling streams, etc.

Recycling

Scottish legislation, and the Council's Waste and Cleansing Strategy, both assume or require that waste should be segregated and separately collected as close to source as possible to maximise recycling and the recovery of materials.

The Council also takes a pragmatic view of the effectiveness and efficiency of such measures, and the Council's strategy acknowledges the particular challenges associated with collecting litter as a segregated stream for recycling while maintaining the relevant high standards of quality. Therefore:

- All litter bin waste must be disposed of via the relevant contract to allow for it to be sorted post collection and relevant waste streams recycled;
- Recycling bins for litter are therefore NOT required at every location, but should be considered at key locations where there are sufficient quantities of key recyclates;
- Segregated litter bins MUST consider following;
 - How the bins will be emptied- under no circumstances can segregated recycling bins be mixed with other waste;
 - Which materials it is most appropriate to target (e.g. cans and plastic bottles in parks, newspapers on main arterial routes and bus stops and termini?);
 - Bins must be labelled appropriately for specific target materials, and not labelled just "recycling";
 - Contamination risks (which can be offset by appropriate design);
- Where the recycling message is used on UNsegregated litter bins, it must NOT state that the materials are recycled, but that the contents are SENT for sorting so that some of them can be recycled.

Specific Waste Streams

Barbecues: consideration will be given to the siting of dedicated litter bins or containers for the safe disposal of hot waste at locations where there is a history of barbecue usage during good weather, etc.

Dog waste: the Council's policy is to maximise efficiency by collecting bagged dog waste alongside general waste. No dedicated dog waste bins will be provided. This will be reviewed should it undermine the separate objective of sorting mixed waste for recycling.

Appendix 1: Factors for consideration:

- Cost
- Bin density (how far do people have to walk?) Bin size
- Bin type?
- Land ownership- owned or adopted land only
- Location *type*(e.g. *high priority areas as outlined in the policy*)
- Usage/ demand
- Safety (public and staff)
- Bins *creating* litter (whether due to capacity, misuse or location).
- Vandalism and arson
- Terrorism
- Evaluation
- Design for recycling
- Proximity to household waste (communal) bins which can perform same function.
- Parks, greenspaces, civic areas, squares, plazas, etc

Chargeable Garden Waste Policy

Provision of Garden Waste Collection

- Our aim is to make the garden waste collection service available to as many households as is practicable, provided we are able to operate an efficient collection route and that it is operationally feasible to provide the service.
- This is not a statutory service; there is an annual charge for providing this service.
- The charge does not include the cost of composting the material collected.
- The service will operate every two weeks throughout the year, and the collection dates will be advertised on our website.

Paying for the service

- The annual charge covers a full 12 month period.
- Householders who are eligible to participate in the service will notified annually of the registration period for the service.
- You may register and pay for the service on behalf of someone else, e.g. a relative.
- We may be able to accept householders who wish to join the service outwith the registration period, subject to operational viability, but we will not be able to offer a reduced charge for the remaining period.
- The charge will apply per bin – you may sign up more than one bin. We will only empty bins which carry the relevant sticker to show that they have been registered.
- The chargeable service may be transferred to a new property subject to the new property being eligible to receive the service. It will be the responsibility of the customer to provide a minimum of six weeks notice of the change; the customer will be responsible for transferring the bin to the new collection, however the customer does not need to re-register to use the service or pay again for the remainder of that year's payment period.
- If your new property does not receive the service (or is outwith the Council boundary) please leave it at the current address so that the new residents can use it for the remaining period.
- If you wish to share a bin with a neighbour, or neighbours, only one person should sign up to the scheme and make payment, and ensure that the bin is properly presented on the correct days.
- There is no discount for the smaller size bin.
- Residents that qualify under the Council Tax Reduction scheme (previously Council Tax benefit) will be exempt from paying for the service but still need to register with the service.
- http://www.edinburgh.gov.uk/info/20127/benefits_and_grants/43/claim_a_council_tax_reduction

Use of the service

- It is important that your brown bin is only used to collect the correct materials as outlined below. All materials must be loose, and not in a bag. **We do not accept any kind of bag or liner in the brown bin.**
- Bins which contain other materials will **not** be collected and we will not issue refunds for these collections
- You must present your bin by 6AM on the day of collection and remove it as soon as possible after collection.
- The bin must be presented at the kerbside outwith your property (except where an assisted collection has been arranged) with the lid fully closed, and in line with our normal policy on the Presentation of Waste.
- Our normal Assisted Collection Policy will apply to this service.
- All bins must display the garden waste collection scheme sticker for the appropriate year.

Collection of garden waste

- Collections will take place from 6 AM on the collection day.

Failed collections

- Collection crews will record instances where bins are not presented or where the contents are contaminated with other types of waste or are too heavy to lift. Those bins will not be uplifted, and no refund will be issued.
- You should remove any contaminants or reduce the weight of the bin, and present the bin again by 6 AM on the next collection date.
- We regret that we are not able to collect garden waste when the contents are frozen due to weather conditions. We will collect on the next scheduled collection; we will not issue a refund in these circumstances.
- Where we are not able to collect your bin due to circumstances outwith our control (such as roadworks or no access) crews will record this and we will seek to return as soon as possible. We will not issue a refund.
- Where we are not able to collect your bin due to circumstances within our control (such as vehicle failure) crews will record this and we will return to collect it within two working days.
- Where we fail to collect your bin as a result of our error, we will return to collect it within two working days of being notified. (Please refer to the operational days for the service).

Materials accepted in brown bins

- You **can** put these in your brown bin:
 - Flowers, plants and weeds
 - Grass cuttings and leaves
 - Hedge clippings, twigs and small branches
 - Christmas trees (all decorations must be removed; Christmas trees may also be presented beside the bin in January only; (please cut trees in half)
- You **can't** put these in your brown bin:

- Food
- Animal waste and bedding
- Plant pots
- Soil and turf
- ANY TYPE OF BAG (including bags labelled compostable, degradable or biodegradable)

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Edinburgh Playing Out Pilot Evaluation

Item number	7.14
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18

Executive Summary

A report titled *Playing Out* was presented to the Transport and Environment Committee on Tuesday [7 June 2016](#). The Committee agreed for a pilot Playing Out scheme to take place in Edinburgh, followed up with a report summarising the findings. This report meets the June 2016 follow up report recommendation.

The Playing Out pilot ran in Edinburgh from April to August 2017. To inform an evaluation of the pilot, a public consultation was conducted, aimed at those who were involved in, or directly affected by the Playing Out pilot.

There is strong support for the Playing Out scheme to continue in the future. Based on the results of the evaluation and legal advice, it is recommended that Playing Out becomes Council policy.

Edinburgh Playing Out Pilot Evaluation

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes that the results of the evaluation have been largely positive;
 - 1.1.2 agrees to implement Playing Out as Council policy;
 - 1.1.3 notes that Locality teams will continue to be responsible for managing and facilitating Playing Out;
 - 1.1.4 notes that further work will be required to improve the guidelines; and
 - 1.1.5 notes that a review will take place every three years to assess costs of Playing Out and alignment with wider Council priorities.

2. Background

- 2.1 Early in 2016, the Council received requests from residents in Edinburgh for them to hold Playing Out sessions in their local areas. In [June 2016](#), a report was presented to the Transport and Environment Committee, recommending that a pilot arrangement be developed to assist communities wishing to hold the sessions.
- 2.2 Before the pilot took place, the Council developed a protocol and a set of guidelines for residents wishing to apply to hold a Playing Out session. The guidelines were intended to be simple and easy to follow, based on best practice of other Councils leading Playing Out schemes in England. The full set of guidelines used for the pilot in Edinburgh are included, for reference, in [Appendix 1](#).
- 2.3 Initially the pilot was held at the beginning of the 2016 school summer holiday period. As only a small number of enquiries were made, insufficient evidence was available to evaluate the pilot at the end of the period. A second pilot was run from April to August 2017 to cover both the Easter and summer breaks.
- 2.4 The Playing Out model was initiated by parents in Bristol and enables residents to provide and promote play in their communities using short-term, resident-led road closures on a regular basis. The Playing Out model is intended to be a community-led initiative, where the organising residents are responsible for consulting with other residents to gain agreement for the sessions, organising volunteers to support the sessions, and erecting and implementing road closure signs and barriers. Playing Out policies are now in place in around 50 local

authorities across England. A summary of how other local authorities in England operate their Playing Out policies is included in [Appendix 2](#).

- 2.5 The benefits associated with Playing Out include, children spending more time outdoors, making new friends, developing a greater sense of place and learning new skills. These benefits align with key Council and central government policies.
 - 2.5.1 The [Edinburgh Council Play Area Action Plan 2011-2016](#) states that every child and young person in Edinburgh should be able to access free-play opportunities and play facilities which are accessible, affordable, culturally sensitive and relevant to their needs and play aspirations.
 - 2.5.2 Playing Out is in accord with the [Local Transport Strategy 2014-2019](#), as it supports the city's economic, social place-making roles, as well as the role of streets as movement corridors.
 - 2.5.3 The 2013 Scottish Government [Play Strategy for Scotland: Our Action Plan](#) refers to play in all sectors across Scotland and highlights the role of all involved, including at home and in the community.

3. Main Report

- 3.1 This section of the report sets out the evaluation study objectives, details of the pilot, and considerations going forward.

Evaluation Study Objectives

- 3.2 The April 2016 Corporate Policy and Strategy Committee Report titled *Playing Out*, set out the purpose and process of organising Playing Out sessions. The objectives for this pilot evaluation were derived from the 'Measures of Success' outlined in the April 2016 report, as set out below.
 - 3.2.1 The Playing Out events provided a safe and beneficial opportunity for children to play in their street.
 - 3.2.2 The Playing Out events resulted in children making new friends.
 - 3.2.3 The Playing Out events increased children's sense of place and belonging in the community.
 - 3.2.4 The Playing Out events resulted in increased inter-generational community cohesion.
 - 3.2.5 The current guidelines are fit for purpose and not burdensome to Council Officers or applicants.

The Pilot in Edinburgh

- 3.3 In total, the Council approved 54 Playing Out sessions to take place across 30 streets. A summary of the socio-economic characteristics of the approved streets is provided in [Appendix 3](#).
- 3.4 A Temporary Traffic Regulation Notice (TRN) was issued for each road closure date during the pilot, which permits up to five closures per street with no associated

advertising requirements. It was agreed that during the pilot, the Council would cover all costs, including assessing and approving road closures and providing, delivering, and collecting, road closure equipment. It has been estimated that each session during the pilot cost the Council approximately £1,500.

Evaluation of Edinburgh Playing Out Pilot

- 3.5 To inform the evaluation of the pilot in Edinburgh, a public consultation ran from December 2017 to January 2018. Results were analysed, alongside additional feedback received throughout the pilot from Council Officers, the public, and organisers. The evaluation methodology and results are detailed in [Appendix 4](#).
- 3.6 The consultation included questions designed to test how well the objectives of the pilot were met. Table 3-1 sets out a summary of respondents' views against each of the study objectives, and summarises any implications for the Council should it decide to implement Playing Out as policy.
- 3.7 Overall, the pilot is considered to have met its objectives, with minor changes to the guidelines to be considered if Playing Out is implemented.

Table 3-1 Respondents views on each of the Study Objectives

Objective	Level of agreement from respondents	Comments from respondents	Overall assessment/ implications for the Council
<i>The events provided children with a safe and beneficial opportunity to play.</i>	90% strongly agree/agree.	<ul style="list-style-type: none"> - A variety of play activities were observed during the sessions. - Comments suggesting the sessions provided a safe traffic-free space. - No negative comments. 	This study objective has been met by a majority.
<i>The events resulted in children making new friends.</i>	83% strongly agree/agree.	<ul style="list-style-type: none"> - Positive comments made about children making new friends, existing friendships strengthened, and different age groups playing together. - No negative comments. 	This study objective has been met by a majority.
<i>The events increased children's sense of belonging in the community.</i>	88% strongly agree/agree.	<ul style="list-style-type: none"> - Positive comments about sessions fostering a sense of community spirit were made. - No negative comments. 	This study objective has been met by a majority.

<i>The events increased community connections between</i>	90% strongly agree/agree.	<ul style="list-style-type: none"> - Positive comments made about sessions enabling interactions between different generations. - Comments indicated that community connection made 	This study objective has been met by a majority.
---	---------------------------	---	--

<i>different generations.</i>		<p>during sessions have extended beyond the sessions.</p> <ul style="list-style-type: none"> - No negative comments. 	
<p><i>The current guidelines are fit for purpose and not burdensome to Council officials or applicants.</i></p>	<p>Of the four questions asked a majority agree that every aspect of the guidelines was fulfilled.</p>	<ul style="list-style-type: none"> - A mixture of comments made about the guidelines. - Some positive comments about the sessions being organised and set up correctly. - Other comments indicated issues related to appropriate consultation and lack of awareness of Playing Out amongst the public and residents. 	<p>If Playing Out is implemented, consideration needs to be given to improving:</p> <ul style="list-style-type: none"> - the consultation process before and after sessions are approved. - awareness of Playing Out including more publicity, and having a regular day /time for the sessions.
	<p>Of the three questions asked, a majority found every process related to organising sessions was very easy/easy.</p>	<ul style="list-style-type: none"> - A mixture of comments made about process. - Some respondents had no issues organising, while others experienced poor communication from the Council and issues related to delivery /collection of road closure equipment. 	<p>If Playing Out is implemented, consideration needs to be given to:</p> <ul style="list-style-type: none"> - improving communication between the Council and organisers. - ensuring road closure equipment is delivered/collected as agreed.

Legal considerations

3.8 A number legal issues were raised by Council Officers during the pilot. Legal advice has been sought to clarify the Council's position in relation to these issues and ensure the Council would be operating legally, if Playing Out was implemented as Council Policy. Table 3-2 provides a summary of the issues and legal advice received.

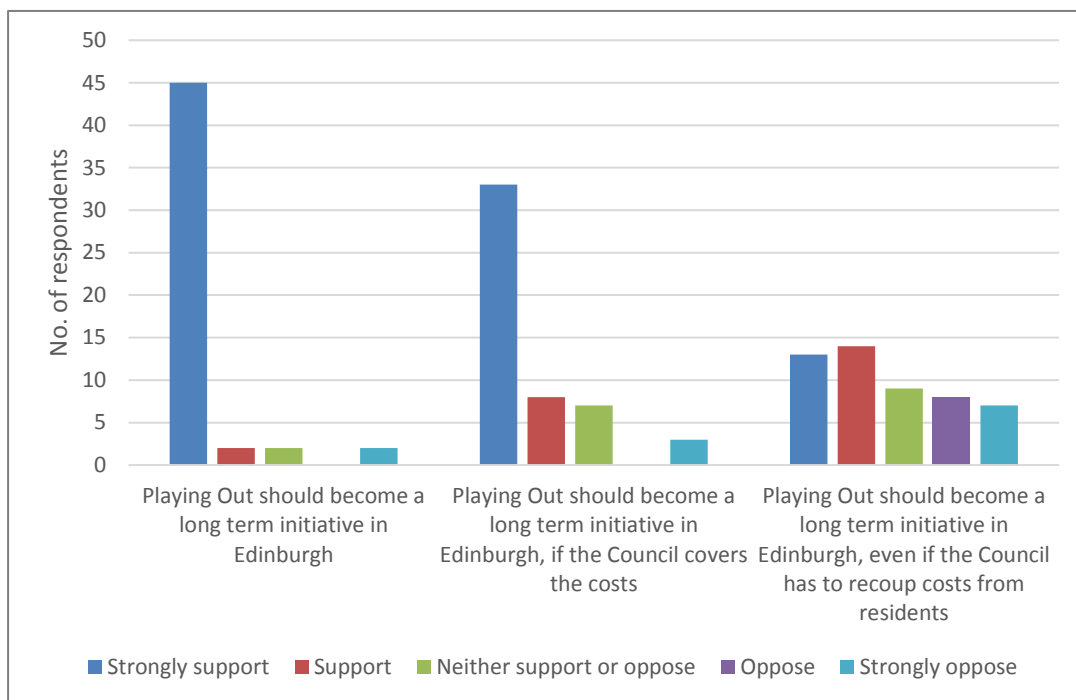
Table 3-2 Legal Considerations

Issues	Legal Advice	Implications for the Council
Which legislation can be used to close roads for Playing Out in Scotland	<ul style="list-style-type: none"> - The Road Traffic Regulation Act 1984, Section 29 would be most appropriate. 	<ul style="list-style-type: none"> - This piece of legislation requires advertising road closures (at a cost).
Can a member of the public with no official accreditation set up traffic management	<ul style="list-style-type: none"> - A third party can erect traffic signage. - The Council must take steps to ensure the signage is erected and maintained at appropriate locations for the duration of the order. 	<p>If Playing Out is implemented, consideration should be given to:</p> <ul style="list-style-type: none"> - Specifying the location of signage. - Stating that signage must be maintained in that location for the duration of the order. - Asking for evidence (such as photographs) of the locations used. - Stating that spot checks of locations may be made.
Who would be liable in the event of an accident or injury during a Playing Out session	<ul style="list-style-type: none"> - Liability would vary depending on the cause of the accident or injury, there would be no change from the standard position. 	<p>If Playing Out was implemented, consideration should be given to.</p> <ul style="list-style-type: none"> - Including an indemnity clause, to ensure the Council are not liable for an accident or injury resulting solely from the road closure and/or session. - Recommending organisers take out public liability insurance to protect themselves in the event of an incident. - Offering manual handling to volunteers involved in handling road closure equipment. - Suggesting organisers complete a risk register before sessions take place.

Going Forward

3.9 There is strong support from respondents for Playing Out sessions to be held again in the future, as shown in Figure 3-1.

Figure 3-1 Playing Out as Long-Term Initiative



- 3.10 Potential options have been explored for consideration going forward. Based on the results of the evaluation and legal advice, it is recommended that Playing Out becomes Council policy, with the Council covering full costs (processing the road closures applications, advertising costs and providing road closure equipment).
- 3.11 Rather than using a TRN for each road closure (as was the case in the pilot), it would be more cost effective to use a single Temporary Traffic Regulation Order (TTRO), allowing multiple closures under a single order. Although this approach would incur additional advertising costs in comparison to the pilot, the overall costs would be lower than if a TRN was used for each closure.
- 3.12 Table 3-3 provides a summary of the estimated costs to implement a Playing Out policy. The costs have been considered based on 54 sessions (as per the pilot), a TTRO (covering all streets) and a single annual application period. If more sessions were permitted, or more application periods became available, costs would subsequently increase.

Table 3-3 Summary of Costs

Item	Approximate Cost to Council
TTRO costs - covering all streets	£580 (per year)
Advertising covering all streets	£500 (per year)
Officers time responding to applicants	£150 (per session)
Delivery and collection of equipment and use of machinery	£500 (per session)
Use of cones/barriers	£400 (per session)
Total (based on 54 sessions)	£57,780

- 3.13 As Playing Out is a community-led initiative with local implications, the Locality teams are best placed to manage and facilitate the scheme.

- 3.14 The four Localities have access to the Investment in Communities and Localities budget, for funding local community events. The budget is £250,000 for 2018/2019, with each Locality receiving £62,500. The budget is appropriate and sufficient to support the Playing Out scheme and would allow for a fixed number of street closures per year.
- 3.15 The following improvements to the process would address issues raised in the consultation, ensure the Council is operating legally and that best safety practice is followed to limit risk.
- 3.15.1 Improve the consultation process before and after the sessions are approved, and clarify communication processes between the Council and organisers.
 - 3.15.2 Improve awareness of Playing Out, including improved publicity and having a regular day/timeslot.
 - 3.15.3 Ensure that road closure equipment is delivered/collected as agreed.
 - 3.15.4 Offer manual handling training to volunteers involved in setting up and handling the road closure equipment.
 - 3.15.5 Ensure road closure signs are erected and maintained at appropriate locations for the duration of the order.
 - 3.15.6 Include an indemnity clause, to ensure the Council is not liable for anything that results solely from the road closure and/or session.
 - 3.15.7 Recommend organisers take out public liability insurance to protect themselves in the event of an injury or property damage.
 - 3.15.8 Suggest that the organisers complete a risk register before sessions take place.
- 3.16 A review should take place every three years to assess costs and alignment with wider Council policies.
- 3.17 Going forward, it is proposed that Playing Out is renamed to 'Edinburgh Play Streets', as requested the Playing Out organisation.

4. Measures of success

- 4.1 Should Playing Out become Council Policy, success will be measured by sustained or increased levels of public satisfaction, based on results of repeat public consultation exercises carried out every three years.
- 4.2 Continual monitoring and addressing issues by adjusting guidelines.

5. Financial impact

- 5.1 Based on the cost of 54 sessions, a single annual application period and a TTRO covering all streets a budget of £60,000 will be maintained within the Place revenue budget for Playing Out.
- 5.2 These costs will be met by the existing Place directorate revenue budget.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that equipment is not set out by organisers in accordance with Council instructions. This could be mitigated by stating in guidelines that spot checks may be made, or by asking organisers to take photographs as evidence of set up.
- 6.2 There is a risk of injury to a member of the public while setting up road closure equipment. This could be mitigated by offering manual handling training to volunteers involved in manual handling.
- 6.3 There is a risk of injury or damage to property during a session. This could be mitigated by:
 - 6.3.1 Including an indemnity clause, to ensure the Council are not liable for anything that results solely from the road closure and/or session.
 - 6.3.2 Recommending organisers take out public liability insurance to protect themselves in the event of an injury or property damage.
 - 6.3.1 Offering manual handling training to volunteers involved in setting up and handling the road closure equipment.
 - 6.3.2 Suggesting that the organisers complete a risk register before sessions take place.

7. Equalities impact

- 7.1 The right of the child would be enhanced by improving children's play (UNCRC article 31), including children with disabilities.

8. Sustainability impact

- 8.1 There is no adverse economic, social, or environmental impact arising from this report.
- 8.2 The proposals in this report may reduce carbon emissions because road closures discourage local traffic. It would provide a space to allow learning and public interest in active travel modes. In turn these may increase levels of active travel in the community.

- 8.3 The need to build resilience to climate change impacts is not relevant to the proposals in this report.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh as the proposals may result in increased active travel. This could help people to become more physically active, improving physical and mental health.

9. Consultation and engagement

- 9.1 Consultation via an online survey was conducted between December 2017 and January 2018. This was aimed at those who were involved in or directly affected by the Playing Out pilot.
- 9.2 If the Transport and Environment Committee approve all the recommendations in this report, an update Business Bulletin will be provided to all Locality Committees, providing information on management and funding implications of the scheme.

10. Background reading/external references

- 10.1 [Playing Out report to the Corporate Policy and Strategy Committee April 2016](#)
- 10.2 [Edinburgh Playing Out report to the Transport and Environment Committee 07 June 2016](#)
- 10.3 [Scottish Government, Play Strategy for Scotland: Our Action Plan, 2013](#)
- 10.4 [Local Transport Strategy 2014-2019](#)
- 10.5 [Edinburgh Council Play Area Action Plan 2011-2016](#)
- 10.6 [The 1847 Town Police Clause Act](#)
- 10.7 [The 1984 Road Traffic Regulation Act](#)

Paul Lawrence

Executive Director of Place

Ewan Kennedy, Service Manager – Roads Network

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

Appendix 1 - Edinburgh Council Playing Out Guidelines

Appendix 2 - Local Authorities with Playing Out Policies

Appendix 3 - Socio-Economic Characteristics

Appendix 4 - Public Consultation Methodology and Results

Edinburgh Council Playing Out Guidelines

Application for Edinburgh Playing Out Street Order

Important – please read carefully!

1. These guidelines and application form apply to the pilot arrangement, to assist local communities, citywide who wish to hold “Playing Out” activities in residential streets.
2. The pilot arrangement will start on 1 April and finish on 31 August 2017. Communities wishing to participate in this proposal should follow the guidelines shown below under **“What to do...”** on page 3 below.
3. Please use this form if you wish to apply for a Play Street Traffic Regulation Order. This Order will permit you to close a road for the purpose of children’s play.

Procedures**4. Suitability of Street**

Applicants should consider the following when determining the identified street and dates and times of their request.

Is the street a bus route? *If YES, this street is not suitable*

Is it a main road which experiences large volumes of traffic? (especially during mornings and early evenings) *If YES, this street is not suitable*

Scheduled Waste Services collection days including all recycling collections *This will determine the hours to be applied for*

Royal Mail Deliveries *Consider the timing of regular Royal Mail deliveries*

Neighbours/residents deliveries/requirements *Neighbour co-operation is recommended to minimise deliveries*

Advance notification of road works they may have received through the post (from Utilities or Council) *Council teams will also check for this information*

Only non-traffic sensitive streets of a residential nature will be considered as part of the scheme.

Local Consultation

5. The applicant is required to consult with all affected residents. A letter (pages 7 & 8) posted through each front door is sufficient detailing the following:
 - - What is proposed to take place
 - - The dates and times that are proposed, up to 5 sessions
 - - Contact details for the Locality Office
 - - A return address for any comments from residents
6. You may wish to include in the letter an invitation to a meeting to discuss your plans with your community and to recruit volunteers.
7. There may be some neighbours who voice objections as they are unsure about what you plan to do and the implications for them. The best course of action is to speak to and reassure them that:
 - There will be nominated responsible adults supervising the event
 - Through traffic will not be permitted, but residents' vehicles and local deliveries, though discouraged, will be allowed into and out of the site
 - Parents are responsible for their children and any damage they may cause
 - Everyone, whether or not they have young children, is encouraged to join in
 - There will be a feedback session afterwards if requested
8. The City of Edinburgh Council cannot guarantee that an Order will be made, and any Order made under this application will be revoked if any of the following conditions are not met:
 - i) You must pay to the council the full cost of any damage to the road or street furniture or other loss or damage suffered by it and of any claims made against it as a result of the making of the Order and which arise from your negligence or (if you represent an organisation) the negligence of your organisation's members or officers.
 - ii) Any Traffic Regulation Order (TRO) or other statutory provision which is currently in force on the road(s) to be closed will remain in force during the closure unless specified to the contrary on the Legal Order.
 - iii) If appropriate you must clean the street in order to return it to its condition prior to the closure. This must be done before the road is reopened.
 - iv) A Temporary Traffic Regulation Order is made entirely for the purposes of children's play and may not involve the placement of any structure on the road during its use.
 - v) No activity requiring any form of license (under the Civic Government (Scotland) Act 1982 or Licensing (Scotland) Act 2005) may be undertaken when this Order is in force.
 - vi) Vehicular access and egress for residents/businesses must be maintained during any closure period.
 - vii) On-street parking cannot be refused or restricted other than through an existing Traffic Regulation Order.
 - viii) The road(s) may only be closed on the dates and times specified within the Order.
 - ix) Events must be supervised by an adult.
 - x) Urgent or Emergency road works might be required by utilities. This may cause events to be cancelled at the last minute or areas to be restricted.

- xi) Any barriers erected during the closures must be removed immediately if required for access for emergency services or other residents.
9. The City of Edinburgh Council reserves the right to cancel any such order if the closures are not implemented in accordance with these requirements or the activities are not managed in a safe manner.

Getting Permission

1. Permission for the closure will be agreed through the Locality Teams who will have local knowledge of any other events, road works in the surrounding area which may have a direct impact on street, date and time selection.
2. Applicants will not be charged for costs the Council incurs during this Pilot period, after which, cost recovery may be sought for any additional events in subsequent years.
3. The applicant will be responsible for erecting Street Notices to inform residents, pedestrians and traffic of any approved closure. These will be provided by the Locality Teams should approval be given.
4. The Council will provide the signs required and provide the organisers with barriers for the duration of the Pilot. These must be returned in their original condition to the Council.
5. The Organiser/Responsible Person will be responsible for storing signs and barriers locally and for implementing and removing the closure.
6. Emergency and pedestrian access must be maintained at all times.

What to do if you are interested in participating in Playing Out Streets

7. At least 6 weeks in advance of your first session, deliver a consultation letter to your neighbours (page 7 & 8 of this form).
8. Six weeks before your first Playing Out date, complete the application form and send to the Locality team (page 5 & 6 of this form).
9. Decide who the "Responsible Person" will be in your street.
10. Choose the street you wish to designate.
11. Choose which days (you can choose up to 5 during the pilot) and the times (2-3 hours per session is recommended) you want to run your Playing Out sessions.
12. Print and Sign your name on the form and send it to your Locality Office.

What happens next?

13. Your Locality Office will assess your application and if no problems are identified such as impending road works, it will arrange for a Temporary Traffic Regulation Order (TTRO) to be raised to allow the closure of the street for the dates required.
14. In the event a local resident raises a material objection against a Playing Out session, eg moving house, the Responsible Person must inform the Locality Office.

15. One of the Transport Officers will contact you to discuss any problems with your application, or to let you know your application has been successful. Confirmation will follow by post.
16. Barriers and signs will be delivered to the Responsible Person who will store them securely until required.
17. One week before the first date, a street notice, delivered to the Responsible Person, should be erected to advise the public of the intended TTRO.
18. Neighbours must be kept informed about the times and dates of the Playing Out sessions. A letter is sufficient. (see page 7 & 8 of this form).
19. The Responsible Person will place out and remove the signs and barriers at every access to the street at the times requested. They will then be stored securely once the street is open again to vehicles.
20. The Responsible Person will keep a log of issues, successes or failures for the duration of the Pilot and will notify the Locality Office of the outcome.
21. If requested or desired, hold a debriefing meeting after your first and/or subsequent Playing Out sessions in case there are lessons to be learned, or better practice employed.

To find out which Locality Office to contact for your street, please visit the following link:

http://www.edinburgh.gov.uk/info/20004/council_and_democracy/375/neighbourhood_areas_and_partnerships_wards_and_community_councils

Please see below the email addresses for the Locality Offices

City Centre & Leith: Environment-CCL@edinburgh.gov.uk

North: Roads.NorthVIP@edinburgh.gov.uk

South: Roads.SouthVIP@edinburgh.gov.uk

South-West: roads.southwestvip@edinburgh.gov.uk

West: Roads.WestVIP@edinburgh.gov.uk

East: sfc.eastenvironment@edinburgh.gov.uk

1. Applicant(s)' details

Name of applicant / Responsible Person

Address

_____ Postcode _____

Telephone number _____ Mobile _____

Email _____

If more than one applicant please provide names of additional applicants on supplementary page

2. Road closure details

Name of road(s) to be closed _____

Length of road(s) to be closed (if appropriate): Please use house numbers or junctions to define the length of road to be closed.

From _____

To _____

Date of first event: _____

Start and End time of event: _____

Will this event be reoccurring? (Please tick) Yes No

If yes, please detail the dates (remember you can have up to 5 Playing Out sessions during this pilot)? _____

3. Barriers / signs

The City of Edinburgh Council will provide you with appropriate signs free of charge for the event (Pilot scheme only). It is the applicant's responsibility to store these signs (off the public road). It is also the applicant's responsibility to erect all signs and positions barriers at each point of closure. Each closure must be supervised and maintained at all times by a responsible and clearly identifiable adult.

What arrangements have you made for the erection and supervision of signs?

4. Notification to affected properties

It is a requirement that all affected properties must be consulted by form of the attached template letter. This means any property, residential or commercial, which is located on or accessed only by the road(s) you wish to close – e.g. High Street numbers 1-99 and numbers 2-98

Please confirm the date your consultation letter was sent _____

Can you confirm that you have the support of at least 70% of properties in the affected street. (Please Tick) Yes _____ No _____

Has there been any objection to your proposal? (Please Tick) Yes _____ No _____

If so please provide details.

5. Checks have been made regarding the following

Please mark your answers to the items on the following list to confirm you have considered the following and not found any problems:

1. Is the street a bus route? (Please Tick) Yes _____ No _____
2. Is it a main road which experiences large volumes of traffic? (especially during mornings and early evenings) (Please Tick) Yes _____ No _____
3. Scheduled Waste Services collection days including all recycling collections:
M, T, W, T, F (*please circle the day which applies to your street*)
4. Neighbours/residents deliveries/requirements, eg supermarket shopping
(Please Tick) Yes _____ No _____
5. Advance notification of road works have been received through the post (from
Utilities or Council) (Please Tick) Yes _____ No _____

Please return you completed form to the Transport Officer, at your Locality Office (for address see below):

If your application is successful you will be sent the Road Closure Notices approximately 1 week before the date of your first proposed closure.

If you have any queries please write to or e-mail the appropriate Locality Office address.

I confirm that all the information that I provide below is true and complete and that I am at least 18 years of age. I have read the conditions above and agree to accept and adhere to them if my application is successful.

Signed →

Date →

To: Resident

From:

Address:

My tel. no:

My e-mail: Date:

Dear Sir / Madam,

Playing Out - Get to Know Your Neighbours and Let the Children Play

A small group of us have got together to take advantage of City of Edinburgh Council's free Playing Out initiative. The pilot is taking place citywide between 1 April and 31 August this year.

You may have read in the press that children do not play outside as much as they did, even twenty years ago and this is having a negative effect on their health.

Many children lead very structured lives today and Playing Out allows them time off to play with local children right outside their houses without the risk of traffic accidents. It is less likely too that we know our neighbours and a temporary street closure allows everyone to get together more easily.

We'd very much like to close < *street name* > between < *location* > and < *location* > on the following dates/days < / / > < > and will make an application to the City of Edinburgh Council for a Temporary Traffic Regulation Order to do so.

The road will be fully closed to through traffic but residents' vehicles and local deliveries, though discouraged, will be allowed into and out of the street and the locations of the closure will be stewarded at each barrier. Residents will be allowed full access but are requested to drive at walking speed when within the closure area.

Events will be under adult supervision and access will be maintained for emergency services at all times in all parts of the street.

Parents are responsible for their children and also any damage they may cause, although we don't expect this to be a problem. Everyone, whether or not they have young children, is encouraged to join in.

With your help we can make the street car free for a short time giving us lots of space and providing a safe environment for everyone. It is not necessary to move parked vehicles from the street but if you don't have a driveway, or you wish to use your car, is it possible to park it in another street for the duration of the event.

If you need to move your vehicle during a Playing Out session, please alert a steward who will clear the street of pedestrians and guide you out.

We really hope you like the idea but please do talk to us, or fill in the box below, if you have any questions or concerns. Please also let us know if you would be able to volunteer on the day – we need stewards.

The Playing Out sessions promise to be a lot of fun and we very much hope you can come along.

Permission for Playing Out is being organised by City of Edinburgh Council through the Locality Team.

With thanks

.....

(If you want to make written comments, please post them through my letterbox or contact the City of Edinburgh Council Locality Team)

<i>Your comments</i>
Name Address Tel Email

These guidance notes are to be issued with the letter.

Guidance Notes for drivers using a street while a play street session is occurring

1. Drivers must wait until children and adults have been cleared from the street by stewards.
2. A steward will inform a driver when they can move off.
3. A steward will escort vehicles in and out - walking in front of the vehicles. They must drive at a walking pace a maximum of 5mph.
4. Vehicles/Drivers must drive with due care and attention at all times, with special consideration that there are children playing in the street.
5. Visitors/delivery drivers have the same obligations. It is your duty as a resident within the street to inform anyone leaving your property of their obligations so that they don't just drive off without first informing a steward and allowing children to be cleared from street etc.
6. Through drivers are not permitted access to the street while a Temporary Playing Out Event is happening.

Local Authorities with Playing Out Policies

- 11.1 The majority of Local Authorities use the ‘Temporary Play Street Order’ (TPSO) for street play closures. This allows residents to make a one-off (usually annual or biannual) application to close their street for children to play out on a regular basis, usually up to once a week.
- 11.2 The Playing Out application and consultation process varies between Local Authorities. Table 11-1 provides a summary of the processes used by several Local Authorities.

Table 11-1 Summary of Other Local Authority Application and Consultation Processes

Local Authority	Maximum frequency per year	Maximum duration per year	Consultation Process	Comments
Bristol County Council	1 per week	3 hours	Organisers consult with all interested parties via standard letter.	The Council emails the organisers letters to display on lamp posts.
Adur & Worthing Councils	1 per week	3 hours	Organisers consult with all interested parties via standard letter.	Consultation letter specifies no outside publicity to people who do not live on the street, to reduce chances of it becoming a public event.
Hackney County Council	1 per week	3 hours	Organisers consult with all interested parties via standard letter. They must also provide evidence of support using petition template.	4 application deadlines per year.

- 11.3 Of the 50 local authorities who have policies, none charge residents for the costs they incur for advertising (where applicable) or processing the road closures. Approximately 15 provide road closure equipment. Those which do not either direct applicants towards hire companies, or make use of kit boxes (provided by Bristol Playing Out at a cost of £100 per kit).

11.4 Table 11-2 provides a summary of examples of how several local authorities have funded their Playing Out policies.

Table 11-2 Funding Sources

Local Authority	Funding Source
Bristol County Council	Grants from the public health department.
Adur & Worthing Councils	The Community development function of the Council and support from their parking services contractor.
Hackney County Council	Council have funded Hackney Play Association to provide help to, and promote of Playing Out activities.

Socio-Economic Characteristics

- 11.5 Each approved street has been cross reference against the Scottish Index of Multiple Deprivation (SIMD), Scottish Government's official tool for identifying concentrations of deprivation in Scotland.
- 11.6 It was found that the majority of approved streets are located in areas of lower deprivation. Three of the approved streets were found to be in areas of higher deprivation.
- 11.7 The approved streets were also cross referenced against the Councils Play Area Action Plan 2011-2016 (CPAAP), which provides locations of all publicly accessible play areas in Edinburgh. It suggests that houses and flats should have access to either a play space of 'good' play value within 800 metres walking distance, of 'very good' play value within 1,200 metres walking distance, or of 'excellent' play value within 2,000 metres direct distance.
- 11.8 The majority of approved streets were found to have at least one 'good' value play area within 800m walking distance. The two exceptions are both located within 2000m of an 'excellent' play value park, and also within 800m of Blackford Hill (not listed in the CPAAP) where children can play.

Public Consultation Methodology and Results

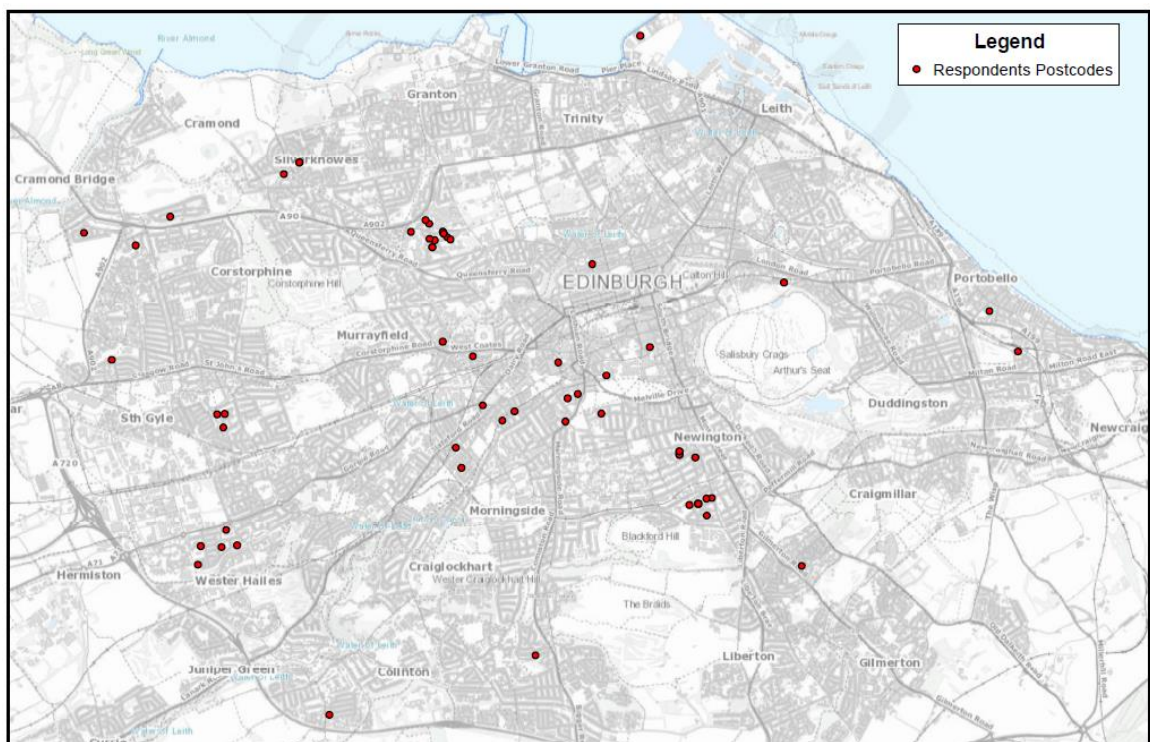
Introduction

- 11.9 An online survey was produced using the Councils in-house Consultation Hub. The survey went live on 11 December 2017 and was open for one month. A prize of up to £10 cycling vouchers was offered as an incentive to all who completed the survey.
- 11.10 The consultation survey was targeted at anyone who was directly involved in, or directly affected by the pilot (including applicants/organisers, families who took part, local residents, Community Council members, Residents Association members etc).
- 11.11 The survey consisted of 25 questions in total. The survey made use of skip logic steps, meaning that depending on how respondents answered each question, they may have skipped some questions.
- 11.12 Feedback via email/letter was also received from individuals including residents, applicants/organisers and Housing Association members. These comments have been incorporated into the evaluation where appropriate.

Survey Results

- 11.13 In total 68 responses were received. The home post code location of those who provided their post codes is shown in Figure 11-1.

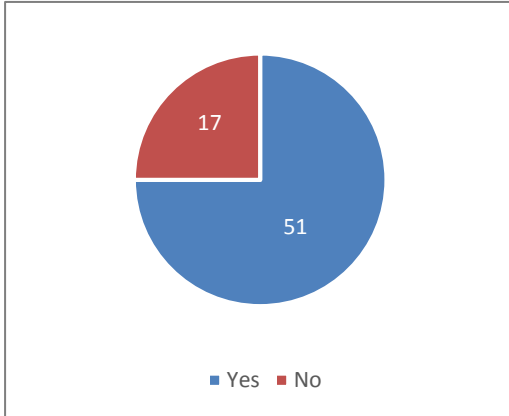
Figure 11-1 Respondents Post Codes



11.14 The respondents to the survey reside in areas throughout Edinburgh, clustered around the streets where the Playing Out sessions were held.

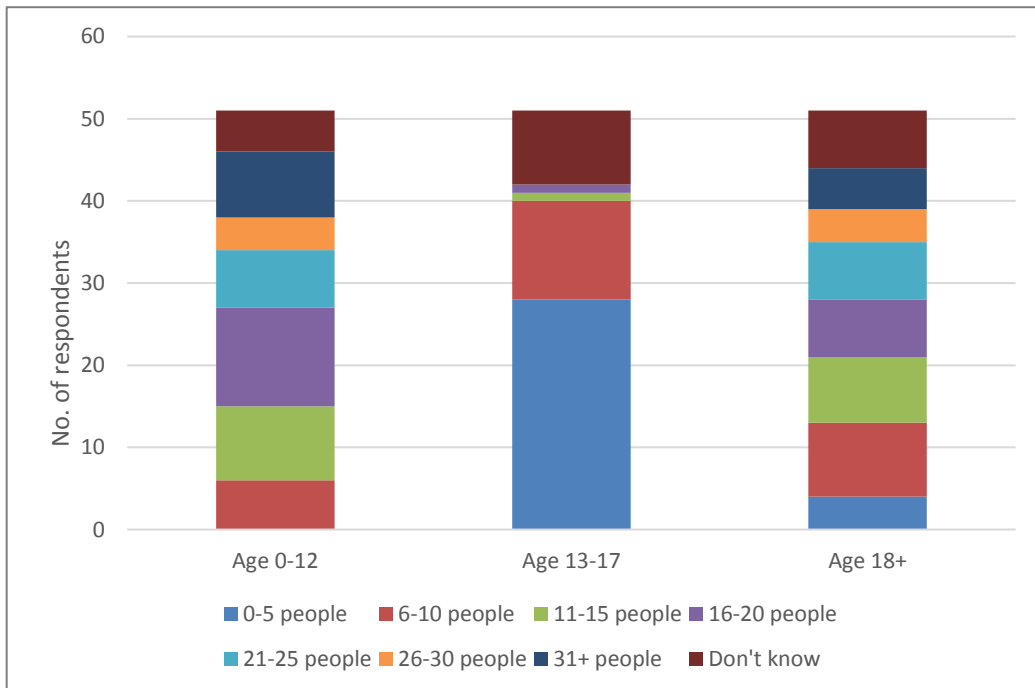
11.15 The majority of respondents (75%) were directly involved in or affected in any way by Playing Out, as shown in Figure 11-2.

Figure 11-2 Directly Involved in, or Affected in Any Way



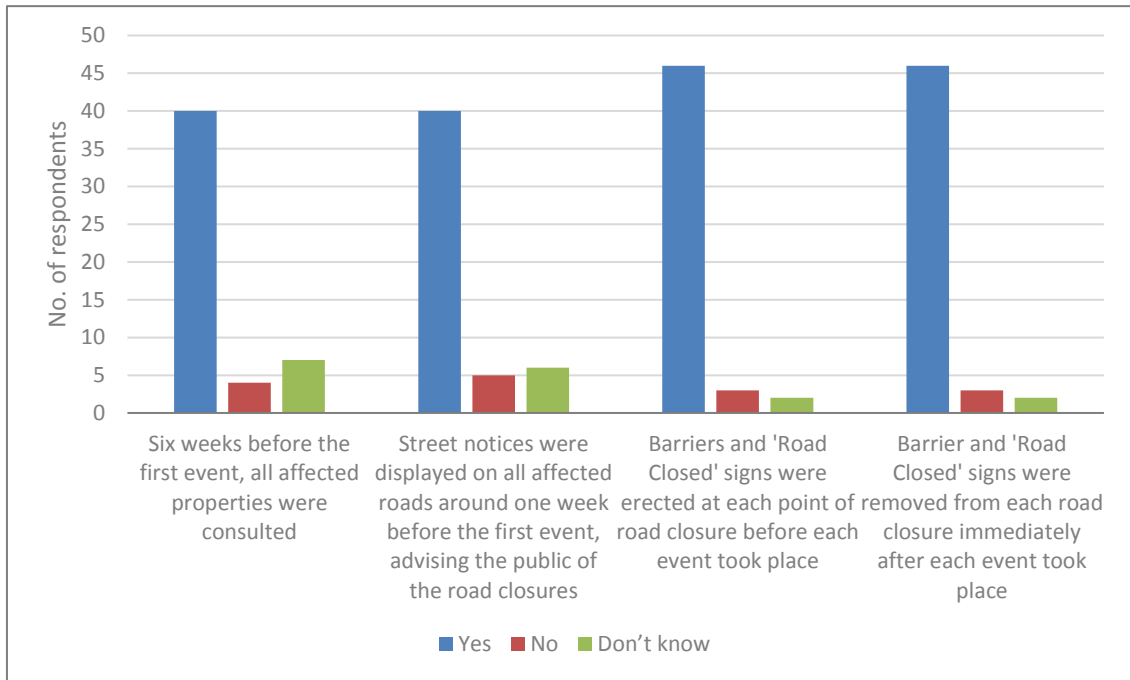
11.16 When asked to estimate the number of attendees aged 0-12 at an average session, the most commonly selected response (24% of respondents) was 16-20 attendees. When asked to estimate the number of attendees aged 13-17 at an average session, the most commonly selected response (55% of respondents) was 0-5 attendees. When asked to estimate the number of attendees aged 18+ at an average session, the most commonly selected response (18% of respondents) was 6-10 attendees. A summary of these responses is provided in Figure 11-3.

Figure 11-3 Estimated No. Attendees in Each Age Group



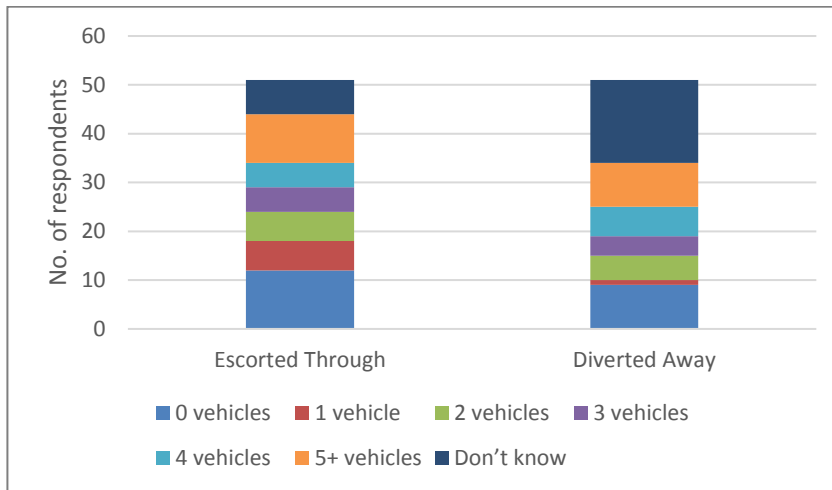
11.17 The majority of respondents (78%) agreed that six weeks before the first event, all affected properties were consulted. The majority of respondents (78%) agreed that street notices were displayed on all affected roads around one week before the first event. The majority of respondents (90%) agreed that barriers and 'Road Closed' signs were erected at each point of closure before the first event took place. The majority of respondents (90%) agreed that barriers and 'Road Closed' signs were removed from each road closure immediately after each event took place. A summary of these responses is provided in Figure 11-4.

Figure 11-4 Following the Guidelines Observations



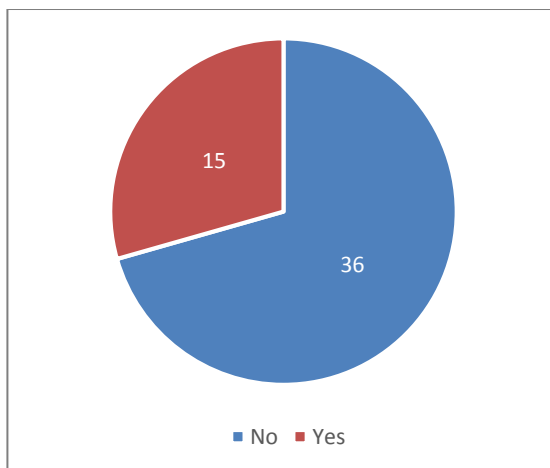
11.18 When asked how many vehicles were escorted through a closed street, the most commonly selected answer (24% of respondents) was 0 vehicles. Overall 63% of respondents thought that at least 1 vehicles was escorted through. When asked how many vehicles were diverted away from a closed street, the most commonly selected answers (aside from 'don't know') was 0 vehicles (18% of respondents) and 5+ vehicles (18% of respondents). Overall, almost half (49% of respondents) thought that at least 1 vehicle was diverted away. As shown in Figure 11-5.

Figure 11-5 Vehicles Escorted Through/Diverted Away



11.19 When respondents were asked if they were aware of any issues with drivers following stewards' instructions, the majority (71%) answered 'no', as shown in Figure 11-6.

Figure 11-6 Issues with Drivers Following Stewards Instructions

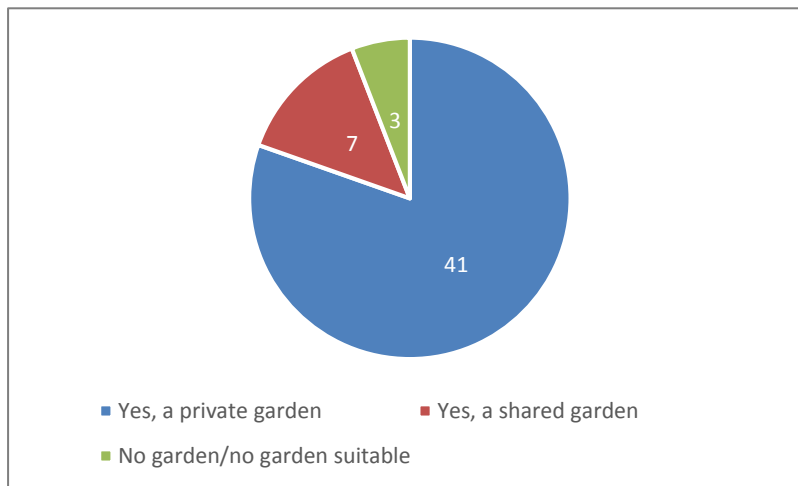


11.20 Respondents were asked to provide detail if they answered 'yes' to the above question. The answers provided are summarised below:

- 11.20.1 Drivers complaining or being rude (6 respondents)
- 11.20.2 Vehicles driving onto the pavement, into barrier or moving barrier (4 respondents)
- 11.20.3 Speeding on the closed street during a session (3 respondents)
- 11.20.4 Refusal to be escorted (2 respondents)

11.21 When the respondents were asked if they have a garden suitable for children to play in, the majority of respondents (96%) answered either 'yes, a private garden' (82%), or 'yes, a shared garden' (14%). The results are shown in Figure 11-7.

Figure 11-7 Garden Availability



11.22 Over 50 activities/games were observed as having taken place at Playing Out sessions. Table 11-1 summarises the most popular activities/games mentioned.

Table 11-1 Most Popular Activities/Games

Activity	No. of Respondents
Cycling / ride on toys	43
Chalking	38
Scooting	36
Football / ball games	26
Getting to know one another / chatting	17
Rollerskates / blades	15
Races / chasing games	12
Skipping	11
Hopscotch	10
Tig	6
Skateboarding	6
Bubbles	5
Independent Play	5
Water fights	4
Refreshments	4
Go carting	4

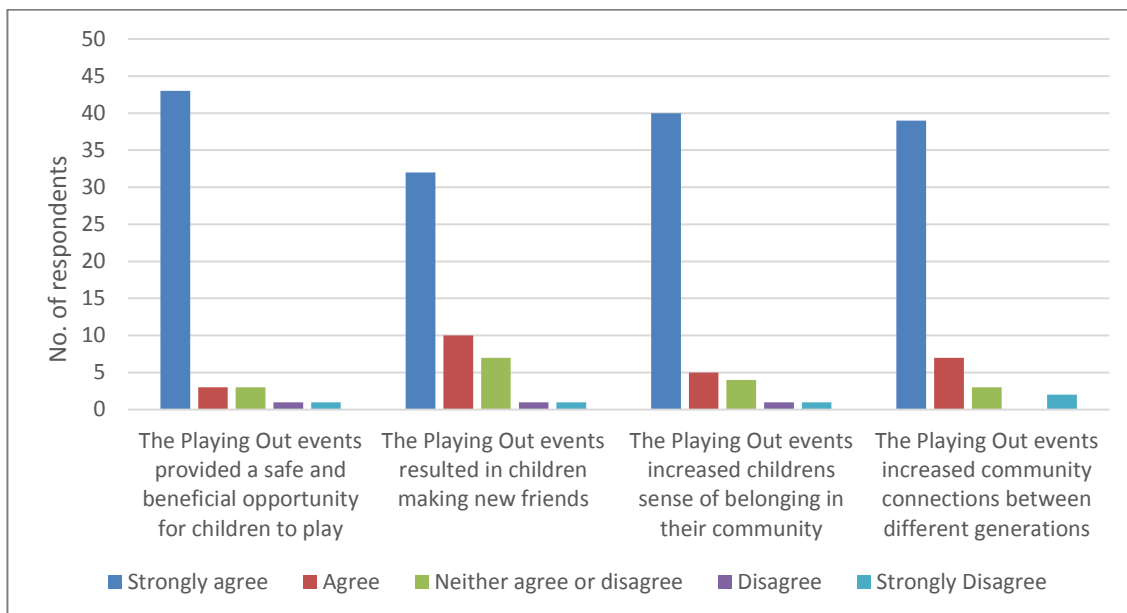
11.23 When asked if the Playing Out events provided a safe and beneficial opportunity for children to play, the majority of respondents (90%) answered either 'strongly agree' (84%) or 'agree' (6%). The results are shown in Figure 11-8.

11.24 When asked if the Playing Out events resulted in children making new friends, the majority of respondents (83%) answered either 'strongly agree' (63%) or 'agree' (20%). The results are shown in Figure 11-8.

11.25 When asked if the Playing Out events increased children’s sense of belonging in the community, the majority of respondents (88%) answered either ‘strongly agree’ (78%) or ‘agree’ (10%). The results are shown in Figure 11-8.

11.26 When asked if the Playing Out events increased community connections between different generations, the majority of respondents (90%) answered either ‘strongly agree’ (76%) or ‘agree’ (14%). The results are shown in Figure 11-8.

Figure 11-8 Benefits of Playing Out



11.27 A variety of successes of the Playing Out sessions were mentioned, these have been grouped into themes and a summary is displayed in Table 11-2.

Table 11-2 Perceived Successes

Successes	No. of Respondents
New/improved friendships	24
Sense of community spirit	19
Good idea/Playing Out was enjoyable	19
Interactions between age groups/generations	13
Safe traffic free space	13
Learning/practicing new skills	5
General socialising	5
Sessions went smoothly/well run	5
People involved from other streets	3
Independent play	3
Improved subsequent interactions between residents	3
Reclaiming the street	2
increased physical activity	2

11.28 A variety of issues relating to the Playing Out pilot were mentioned. These have been grouped into themes and a summary is displayed below.

11.28.1 More sessions should be held (12 respondents).

11.28.2 Consultation and application process too time consuming /complicated (8 respondents).

11.28.3 Poor Communication from or within the Council (7 respondents).

11.28.4 Barriers delivery/collection issues (6 respondents).

11.28.5 More signs should go up/increase awareness to public (5 respondents).

11.28.6 Less bureaucracy (2 respondents).

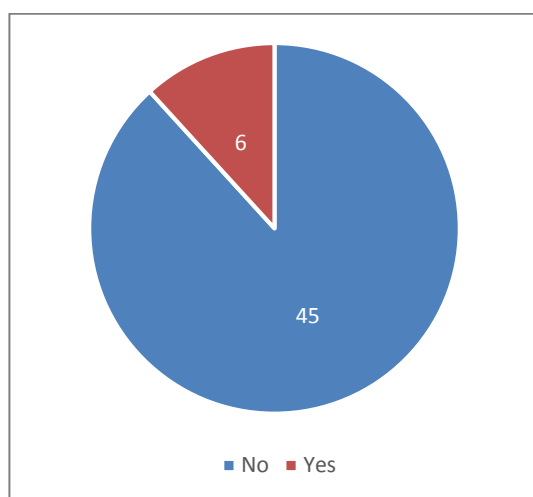
11.28.7 Sessions should only be held in areas where people have no private gardens (2 respondents).

11.28.8 Regular time slots to reduce confusion (2 respondents).

11.28.9 Encourage elder generation to participate (2 respondents).

11.29 When asked if they were inconvenienced by the Playing Out events, the majority of respondents (90%) answered 'no', as shown in Figure 11-9.

Figure 11-9 Inconvenienced by Playing Out

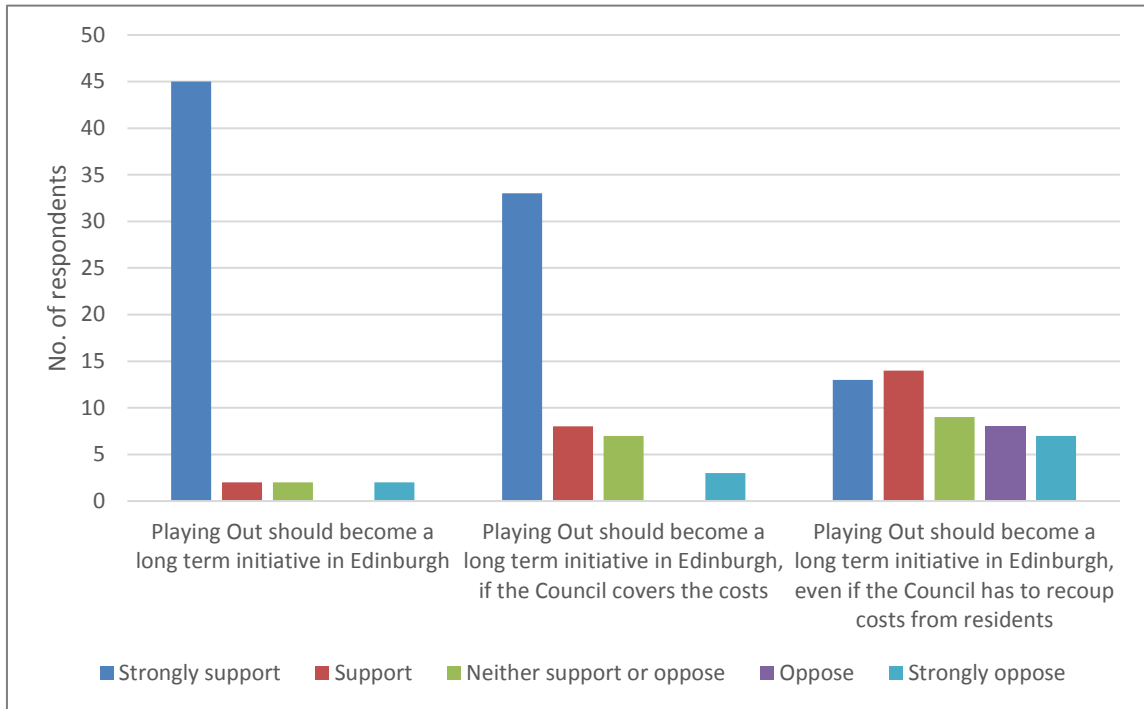


11.30 When asked if Playing Out should become a long-term initiative in Edinburgh, the majority of respondents (92%) either 'strongly supported' (88%) or 'supported' (4%) this statement. The results are shown in Figure 11-10.

11.31 When asked if Playing Out should become a long-term initiative in Edinburgh, if the Council covers the costs, the majority of respondents (80%) either 'strongly support' (65%) or 'support' (16%) this statement. The results are shown in Figure 11-10.

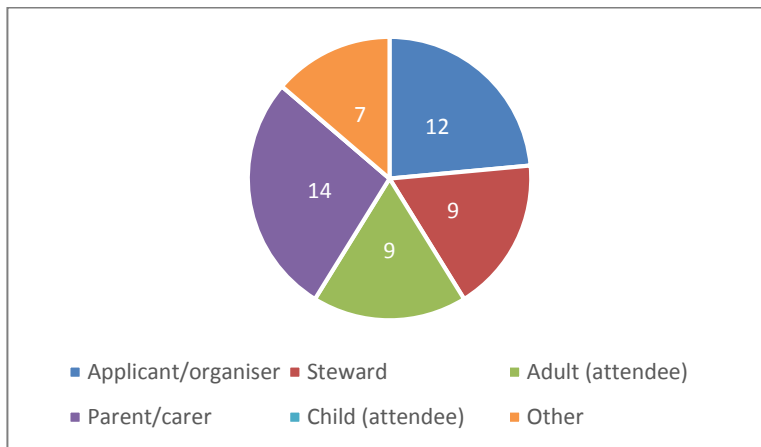
11.32 When asked if Playing Out should become a long-term initiative in Edinburgh, even if the Council has to recoup costs from residents, the majority of respondents (53%) either 'strongly support' (25%) or 'support' (27%) the statement. The results are shown in Figure 11-10.

Figure 11-10 Playing Out as Long-Term Initiative



11.33 The most common main role of respondents was ‘parent/carer’ (28%), followed by ‘applicant/organiser’ (24%). Several of the respondents undertook a variety of roles and selected ‘other’ to explain this. The results are shown in Figure 11-11.

Figure 11-11 Main Role



11.34 Applicants/organisers were asked how many sessions they applied for and how many were approved, in total 30 sessions were applied for and 29 were approved. This differs from the actual number approved by Locality Teams as not all applicants/organisers completed the online consultation.

11.35 Four respondents stated that one of more of their sessions did not go ahead, reasons provided include:

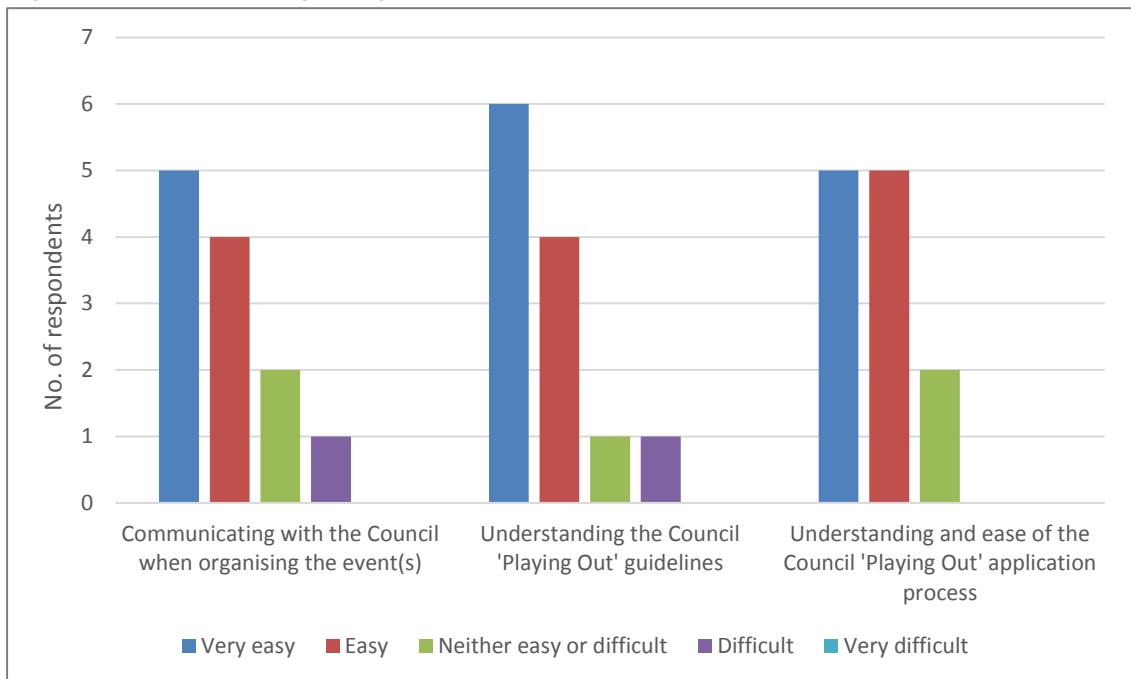
- 11.35.1 Weather;
- 11.35.2 Delay in application procession;
- 11.35.3 Barriers not delivered; and
- 11.35.4 Lack of stewards.

11.36 When applicants/organisers were asked how they found the process of communicating with the Council when organising the event, the majority (75%) answered either 'very easy' (42%) or 'easy' (33%). The results are shown in Figure 11-12.

11.37 When applicants/organisers were asked how easy they found understanding the Council Playing Out guidelines, the majority (83%) answered either 'very easy' (50%) or 'easy' (33%). The results are shown in Figure 11-12.

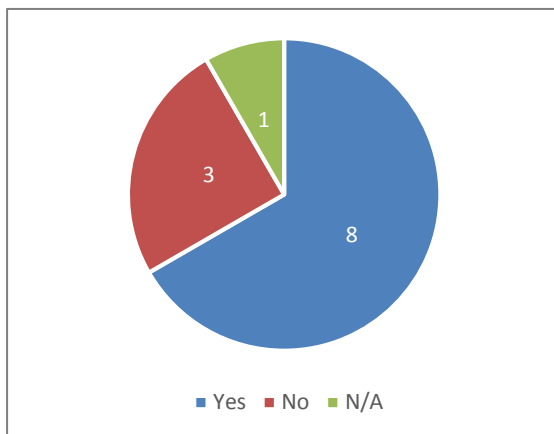
11.38 When applicants/organisers were asked how they found understanding and ease of the Council Playing Out application process, the majority (83%) answered either 'very easy' (42%) or 'easy' (42%). The results are shown in Figure 11-12.

Figure 11-12 Process of Organising



11.39 When the respondents were asked if they were able to store the barriers and signs securely before and after event(s), the majority (67%) answered 'yes', as shown in Figure 11-13.

Figure 11-13 Storing Barriers and Signs

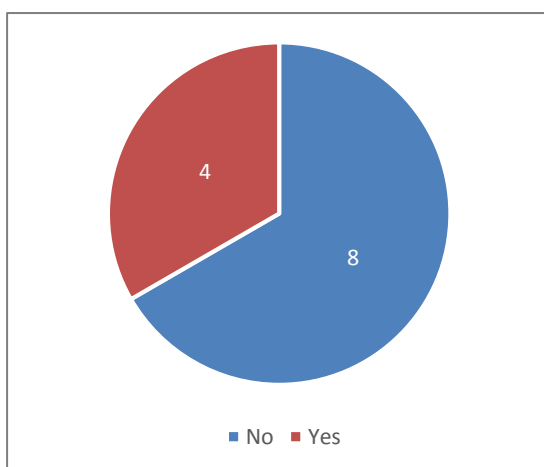


11.40 If respondents answered 'no' to the above question, they were asked to explain why, common reasons include:

- 11.40.1 Barriers and signs were not left for duration of pilot as agreed (3 respondents); and
- 11.40.2 Lack of secure storage space (2 respondents).

11.41 When applicants/organiser were asked if they experienced any issues with the Council delivering or collecting the road closure signs and barriers, the majority (67%) answered 'No', as shown in Figure 11-14.

Figure 11-14 Issus with Council Delivering and Collection Signs and Barriers



11.42 Respondents were asked to provide detail if they answered 'yes' to the above question. The only issue respondents commented upon was that the Council failed to deliver or collect road closure equipment as agreed (5 respondents).

11.43 The age of respondents if broken down as shown in Table 11-3

Table 11-3 Age of Respondents

Age	No. of Respondents	Percentage of Respondents
Under 16	1	1%
16-24	0	0%
25-34	5	7%
35-44	28	41%
45-54	21	31%
55-64	7	10%
65-74	4	6%
75 and over	1	1%
Not Answered	1	1%
Total	68	100%

11.44 The gender identity of respondents if broken down as shown in Table 11-4.

Table 11-4 Gender Identity of Respondents

Gender	No. of Respondents	Percentage of Respondents
Male	22	31%
Female	42	63%
In another way	0	0%
Prefer not to say	2	3%
Not Answered	2	3%
Total	68	100%

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Appointment of Auditor to Lothian Buses

Item number	7.15
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	21

Executive Summary

Scott Moncrieff are currently the auditors of Lothian Buses Limited (formerly Lothian Buses plc) (LB).

Under the provisions of the relevant majority shareholder agreement the appointment or removal of the auditors of LB is a reserved matter that requires the prior consent of the City of Edinburgh Council (Council).

The appointment of the auditors is made annually at the LB AGM. LB propose to appoint Scott Moncrieff as auditors at the LB AGM on 28 June 2018 for a period of one (1) year.

There is requirement for the Council to resolve that it shall consent to the re-appointment of Scott Moncrieff as the auditors of LB. Without this resolution, LB would be unable to prepare annual audited accounts.

Appointment of Auditor to Lothian Buses

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee
 - 1.1.1 approves the appointment of Scott Moncrieff as the auditors of Lothian Buses Limited (LB) on 28 June 2018.

2. Background

- 2.1 LB is a private company limited by shares.
- 2.2 LB is an ALEO which is 91% owned by the City of Edinburgh Council. This arrangement is governed by a shareholder agreement between the Council and LB.

3. Main report

- 3.1 On [22 August 2013](#) Council approved the process for the various corporate and operational documents required for the governance of tram operations.
- 3.2 Further to a tender process in 2017, LB appointed Scott Moncrieff as auditors on a 3-year contract. LB was entitled to do this, however, there is a statutory requirement to appoint auditors for each financial year (unless the directors reasonably resolve otherwise on the ground that audited accounts are unlikely to be required). Accordingly, the auditors require to be formally re-appointed each year at the LB AGM.
- 3.3 Under the provisions of the majority shareholder agreement entered into among Transport for Edinburgh Limited (TfE), the Council and LB on 28 October 2013, LB undertakes to TfE and the Council that LB shall ensure that, save with the prior written consent of the Council, LB shall not effect or propose certain reserved matters. The appointment or removal of the auditors of LB is a reserved matter.
- 3.4 LB propose to appoint Scott Moncrieff as the auditors of LB at the LB AGM on 28 June 2018 for a period of one (1) year.
- 3.5 There is requirement for the Council to resolve that it shall consent to the re-appointment of Scott Moncrieff as the auditors of LB. Without this resolution, LB would be unable to prepare annual audited accounts.

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 are no financial impacts arising from this report.

6. Risk, policy, compliance and governance impact

- 6.1 It is mandatory for a public company to appoint an auditor. The appointment of an auditor ensures that LB's accounts give a true and fair view of its affairs at the end of the year. Therefore, the recommended appointment will ensure that there will be good governance of LB and management of financial risk.

7. Equalities impact

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

8. Sustainability impact

- 8.1 There are no equalities impacts arising from the recommendations in this report.

9. Consultation and engagement

- 9.1 The LB Audit and Risk Committee has agreed to reappoint Scott Moncrieff as the company auditor. If the Council consents, the re-appointment will be formally approved at the LB AGM on 28 June 2018.

10. Background reading/external references

None.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11. Appendices

None

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Implementing the Programme for the Capital: Coalition Commitments

Item number	7.16
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	

Executive Summary

On [23 November 2017](#), the Council considered a report that detailed the approach to implementing the Programme for the Capital, including detail of the performance measures proposed for assessing progress against the 52 Commitments.

The performance framework development work has continued and significant progress has been made. The aim has been to define, where possible, measurable actions and performance indicators with defined targets for each of the 52 Coalition Commitments. The refined set of indicators was submitted to Corporate, Policy and Strategy Committee on [27 February 2018](#) for further scrutiny. The set was agreed on the understanding that the final set of indicators would be submitted to the relevant Executive Committee.

The set of indicators for this committee can be found in Appendix 1 and this sets the baseline for measuring progress.

Implementing the Programme for the Capital: Coalition Commitments

1. Recommendations

- 1.1 It is recommended that Committee note the set of indicators in Appendix 1.

2. Background

- 2.1 The Council considered a report on [23 November 2017](#) that detailed the approach to implementing the Programme for the Capital.
- 2.2 The report included detail of the performance measures proposed for assessing progress against the 52 Commitments and which Executive Committees would be responsible for measuring progress against which commitments.
- 2.3 The Council agreed:
- 2.3.1 To note that the commitments and their associated measurements, as set out in the report, were those of the SNP-Labour council coalition.
 - 2.3.2 To agree the principles and scheduling set out in paragraph 3.8 of the report by the Chief Executive.
 - 2.3.3 To note the proposed measures for the Coalition Commitments in Appendix 1 to the report, within the context of the broader performance framework.
 - 2.3.4 To refer the report to the Corporate Policy and Strategy Committee to agree specific and assessable performance measures, milestones and actions for all commitments by February 2018.
- 2.4 Corporate Policy and Strategy Committee agreed a refined set of indicators on 27 February 2018 on the understanding that development would continue and a set of indicators with targets would be submitted to the relevant Executive Committee.

3. Main report

- 3.1 The revised performance framework was agreed at Council on [23 November](#) in the report 'Implementing the Programme for the Capital: The City of Edinburgh Council Business Plan 2017-22'. Detail of the indicators which would be used to monitor progress was referred to Corporate Policy and Strategy Committee for further scrutiny and on to the relevant Executive Committee for further scrutiny and ongoing monitoring.
- 3.2 Executive Committees will consider an overview of performance relevant to their area, scrutinising indicators, improvement actions, issues and opportunities on an annual basis. This report sets the baseline for monitoring the commitments relevant to this committee and the set of indicators and targets can be found at Appendix 1 to this report.
- 3.3 The set of indicators will continue to be revised and updated as a result of ongoing monitoring.
- 3.4 The performance framework will be reviewed annually and will include refreshing the measures, actions, milestones and targets to ensure that the data collected is useful in terms of being able to measure performance and delivery against strategic aims, outcomes and commitments. This annual cycle will ensure that the framework provides timely information needed to lead and scrutinise performance but with enough flexibility to be able to change and adapt as necessary.

4. Measures of success

- 4.1 Performance will be monitored as detailed in the main body of this report and as set out in the Council Business Plan 2017-22.

5. Financial impact

- 5.1 The financial impact is set out within the Council Business Plan and is in line with actions agreed as part of the 2017-21 Revenue and Capital Budget Framework.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 Equalities impact is integrated within the Council Performance Framework.

8. Sustainability impact

- 8.1 Sustainability impact is integrated within the Council Performance Framework.

9. Consultation and engagement

- 9.1 The Performance Framework has been, and will continue to be, developed in collaboration with Elected Members, Senior and Service Managers. This has included regular discussions at Corporate Leadership Team and Leaders meetings, discussions with cross-party leaders and Conveners of Executive Committees regarding commitments relevant to their Committee.

10. Background reading/external references

- 10.1 [Programme for the Capital: City of Edinburgh Council Business Plan 2017-22](#)
- 10.2 [Implementing the Programme for the Capital: Council Performance Framework 2017-22 – referral from City of Edinburgh Council](#)

Paul Lawrence

Executive Director of Place

Contact: Michael Thain, Head of Place Development

E-mail: michael.thain@edinburgh.gov.uk | Tel: 0131 529 2426

Contact: Gareth Barwell, Head of Place Management

E-mail: gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

11. Appendices

1. Coalition Commitments Measures

Coalition Commitments Measures – Transport and Environment Committee

Commitments Measures below include performance indicators, actions and milestones and are linked to the Council Business Plan strategic aims and outcomes. These measures will continue to be refreshed to ensure that the data collected is useful in terms of being able to measure performance and delivery against the strategic aims, outcomes and commitments.

* Targets for IJB Measures will continue to be reviewed as part of the regular performance monitoring.

Business Plan Aim	Business Plan Outcome	Commitment	Actions	Measures	Target	
A Resilient City	Communities are safe, strong, and able to cope with change	C16	Invest £100m in roads and pavements over the next 5 years. This will include road and pavement maintenance, installing more pedestrian crossings, increasing the number of dropped kerbs and dedicate safer foot and cycle paths as well as introducing more pedestrian zones.	Create and monitor Roads Asset Management Plan	Road Condition Index	17/18 - 36%
					Level of total road investment	£100m by 2022
	Our built and natural environment is protected and enhanced	C17	Guarantee 10% of the transport budget on improving cycling in the city.	Undertake assessment on cycling conditions	Residents satisfaction with roads, pavements and footpaths	Increasing trend
					Percentage of investment guaranteed	10%
	Edinburgh is a low carbon, connected city with transport and infrastructure that is fit for the future	C18	Improve Edinburgh's air quality and reduce carbon emissions. Explore the implementation of low emission zones.	Improve and reduce the number of the Air Quality Management Zones Establish Edinburgh's first low emission zone by 2020 and revise the current Air Quality Action Plan Actions contained within the Sustainable Energy Action Plan	Residents perception of cycling in the city	Increasing trend (Bike Life survey)
					City of Edinburgh Council's carbon emissions (measured in tonnes of carbon dioxide equivalent)	Reduce from 192,911 tCO2 in 2005/06 to 118,169 tCO2 by 20/21 (42% against baseline)
	Edinburgh is clean, attractive and well looked after	C19	Keep the city moving by reducing congestion, improving public transport to rural west Edinburgh and managing road works to avoid unnecessary disruption to the public.	Create Congestion Action Plan with Lothian Buses, Edinburgh Trams and other public transport providers Monitoring by the City Wide Traffic Management Group to ensure all road works requested are co-ordinated to avoid major disruption and delays Identify improvement actions to public transport in rural west Edinburgh	Air Quality Management Zones improvement	Decreasing long term trend
CEC and Lothian Buses Green fleet					75% meeting standard by 2018	
	C20	Explore the introduction of a lane rental for utility companies to reduce traffic pressures.	Identify legal requirements Produce a business case	Establish congestion measure and action plan	August 2018	
				Increase in satisfaction with public transport	Increasing trend	
	C22	Deliver the tram extension to Newhaven by 2022 after reviewing the business case and delivery plan to ensure they are robust.	Actions contained within the Outline Business Case	Increase in bus provision in rural west	2018/19	
				Reduced traffic pressures measures to be established as part of a business case	2018/2019	
				Decision to deliver the Tram extension to Newhaven	August 2018	
				Delivery of the Tram extension if decision made	2022	

Business Plan Aim	Business Plan Outcome	Commitment	Actions	Measures	Target	
		C23	Implement improvement plans for Waste and Cleansing Services to improve street cleanliness in every ward. Reintroduce a free bulky item collection service to tackle fly tipping.	Examine cost and service impact of reintroduction of free bulky item uplift Development of a new monitoring tool for street/place cleanliness The final Waste and Cleansing Improvement Plan will be reported to T&E in March 2018	LEAMS – street cleanliness index Percentage of wards with improved street cleanliness Route completion rates Reduction in missed bin complaints Incidences of fly tipping	17/18 – 72 17/18 - 95% Improving trend Ongoing monitoring
		C24	Reduce the incidence of dog fouling on Edinburgh’s streets and public parks.	Development of a new monitoring tool for street/place cleanliness The final Waste and Cleansing Improvement Plan will be reported to T&E in March 2018	Dog fouling service requests Fixed penalty notices for dog fouling	Increase reporting, decrease Incidents
		C25	Increase recycling to 60% from 46% during the lifetime of the administration.	The final Waste and Cleansing Improvement Plan will be reported to T&E in March 2018	Percentage of Waste Recycled	60% by 2022
		C26	Improve parking for residents by expanding provision of park and rides for commuters.	Actions contained within the Local Transport Strategy 2014-19, Parking Action Plan	Increase the number of park and rides and spaces within existing provision Assessment of new P&R at Lothianburn and proposed review of existing site at Straiton Satisfaction with residents parking	Increasing trend May 2018 Increasing trend
		C27	Tackle pavement parking and reduce street clutter to improve accessibility.	Development of a new monitoring tool for street/place cleanliness	Continue to support new legislation required to prohibit double parking and parking on footways	Ongoing support for the introduction of footway parking enforcement as set out in proposed Transport legislation
		C43	Continue to upgrade our existing parks and plant an additional 1,000 trees in communities. Protect major recreational areas such as the Meadows, Leith Links and Princes Street Gardens.	Actions contained within the Park improvement and maintenance programme	Green flag status New Parks Quality Assessment standard Number of additional 1,000 trees planted Number of events held in major parks	17/18 – 30 New standard to be introduced in Summer 2018 1,000 per year to 2022 Hold number of events to maximum permitted

Business Plan Aim	Business Plan Outcome	Commitment	Actions	Measures	Target	
A Forward Looking Council	<p>We deliver value for money services through optimising our use of resources and building on the capabilities of our talented workforce</p> <p>We provide services that are focused on prevention and early intervention</p> <p>We plan our services to ensure we can continue to meet the needs of citizens and communities into the future</p> <p>Our organisation is flexible and adaptable and embraces change</p>	C21	Retain Lothian Buses and Edinburgh Tram in public ownership.	Governance arrangement ensure public ownership for Transport for Edinburgh	Ownership retained	Ongoing commitment

Transport and Environment Committee

10.00am, Thursday 17 May 2018

Tourism and Communities Working Group – referral from Culture and Communities Committee

Item number	8.1
Report number	
Wards	All
Council Commitments	C2, C11, C46, C48

Executive summary

On 20 March 2018, the Culture and Communities Committee considered a report on proposal for a Tourism and Communities Working Group to be established to ensure that communities' and residents' considerations were taken into account in the development of Edinburgh's Tourism Strategy. It was agreed that the Working Group would consist of representatives from the Culture and Communities Committee, Housing and Economy Committee and Transport and Environment Committee. The report is now referred to the Transport and Environment Committee to nominate two representatives for the Working Group.

Tourism and Communities Working Group – referral from Culture and Communities Committee

Terms of referral

- 1.1 On 20 March 2018, the Culture and Communities Committee considered a report on proposal for a Tourism and Communities Working Group to be established to ensure that communities and residents' considerations were taken into account in the development of Edinburgh's Tourism Strategy. A Green Group addendum was accepted by the Committee. The Committee agreed to:
 - 1.1.1 To approve the establishment of a Tourism and Communities Working Group, comprising Elected Members and officers.
 - 1.1.2 To appoint the membership of the Working Group as detailed in Appendix 1, subject to the amendment that invitations would be offered to all City Centre members and cross-party representation would be ensured.
 - 1.1.3 To request regular updates on progress during the tourism strategy development process.
 - 1.1.4 To refer this report to the Housing and Economy Committee and the Transport and Environment Committee to nominate representatives for the Working Group.

For Decision/Action

- 2.1 The Culture and Communities Committee has referred the report to the Transport and Environment Committee to nominate two representatives for the Working Group.

Background reading / external references

Culture and Communities Committee – 20 March 2018

Laurence Rockey

Head of Strategy and Insight

Contact: Jamie Macrae, Trainee Committee Clerk

E-mail: jamie.macrae@edinburgh.gov.uk | Tel: 0131 529 8242

Links

Appendices

- 1) Report by the Executive Director of Place
- 2) Green Group addendum

Culture and Communities Committee

2.00pm, Tuesday, 20 March 2018

Tourism and Communities Working Group

Item number

Report number

Executive/routine

Executive

Wards

All. City Centre in particular

Council Commitments

[C2](#), [C11](#), [C46](#), [C48](#)

Executive Summary

This report presents a proposal for a Tourism and Communities Working Group to be established to ensure that communities and residents' considerations are taken into account in the development of Edinburgh's Tourism Strategy.

Tourism and Communities Working Group

1. Recommendations

- 1.1 To approve the establishment of a Tourism and Communities Working Group, comprising Elected Members and officers.
- 1.2 To appoint the membership of the Working Group as detailed in Appendix 1.
- 1.3 To request regular updates on progress during the tourism strategy development process.
- 1.4 To refer this report to the Housing and Economy Committee, and the Transport and Environment Committee to nominate representatives for the Working Group.

2. Background

- 2.1 Committee received a report Tourism in Edinburgh on [20 January 2018](#) which assessed the impact of tourism in Edinburgh and outlined the current Edinburgh Tourism Strategy, Edinburgh 2020. The report also noted that the Edinburgh Tourism Action Group will work with the Council and stakeholders to develop a new strategy by 2020 which will have more focus on Managing Success.
- 2.2 Committee requested that a Working Group be established to ensure that the views and considerations for communities and residents, in particular residents of the City Centre, are taken into account in the strategy development process.

3. Main report

- 3.1 The Committee is requested to approve the establishment of a Tourism and Communities Working Group, comprising Elected Members and officers.
- 3.2 The proposed membership of the Working Group should be nominees from the Culture and Communities Committee, the Housing and Economy Committee and the Transport and Environment Committee.
- 3.3 Membership, as proposed, ensures elected members' leadership and representation, together with officer input from service areas that link to tourism such as Culture, Transport and Economy.
- 3.4 The Working Group will provide a forum to discuss views and considerations for communities and residents in relation to tourism. These in turn to be considered in the development of a new tourism strategy. The overall aim to be that the new tourism strategy is developed with transparency, partnership and consultation so that a balance is achieved between the needs of citizens and demands of visitors.

4. Measures of success

- 4.1 A Working Group is established.
- 4.2 Edinburgh continues to be a top destination for visitors but achieves a balance of managed growth which considers the impact of tourism on communities and residents.

5. Financial impact

- 5.1 There are no direct financial implications in establishing a Working Group.

6. Risk, policy, compliance and governance impact

- 6.1 There are no direct risks, policy, compliance or governance impacts resulting from this report.
- 6.2 The Council and ETAG will work together to develop a new Tourism Strategy with input from the Working Group. This process will be subject to appropriate risk assessment, compliance, and governance checks.

7. Equalities impact

- 7.1 There is no direct equalities impact resulting from this report.
- 7.2 The Council and ETAG will work together to develop a new Tourism Strategy with input from the Working Group. This process will be subject to appropriate equalities impact assessment checks.

8. Sustainability impact

- 8.1 There are a range of sustainability considerations to be addressed by the Working Group, including that the new tourism strategy results in sustainable growth whilst providing a balance between the needs of citizens and demands of visitors.

9. Consultation and engagement

- 9.1 Edinburgh Tourism Action Group (ETAG) have been consulted on the proposal to establish this Working Group. They recognise that community and residents' views need to be represented, and are willing to participate in the Working Group, to achieve a balanced debate.
- 9.2 A comprehensive consultation and engagement process will inform the production of a new Edinburgh tourism strategy by 2020. The Working Group will provide a mechanism for engaging communities and residents in this process.

10. Background reading/external references

10.1 None.

Paul Lawrence

Executive Director for Place

Contact: Jim Galloway, Service Manager, Economy

E-mail: jim.galloway@edinburgh.gov.uk | Tel: 0131 529 3211

11. Appendices

Appendix 1 - Working Group Proposed Membership and Draft Terms of Reference for consideration once formed

Tourism and Communities Working Group

Proposed Membership:

Six representatives, comprising two representatives from each of the following committees:

- Culture and Communities
- Housing and Economy
- Transport and Environment

Officers from the following service areas:

- Culture
- Economy
- Transport
- Environment
- South East Locality.

The Group may also wish to invite representative(s) from Edinburgh Tourism Action Group (ETAG).

Terms of reference:

Introduction

The City of Edinburgh Council (CEC) will work together with ETAG and other stakeholders to develop a new strategy for tourism by 2020.

Part of the focus of the new strategy will be on managing successful, inclusive and sustainable growth in tourism in the city. Clearly there is a need to manage this growth in a way that achieves a balance between the needs of residents and the demands of visitors.

Remit

To establish a joint elected member working group following committee approval. The working group will seek to ensure that the views and consideration of communities and residents are taken into account in the development of a new strategy for tourism.

The elected members on the group will represent communities and residents, liaising through engagement with statutory and non-statutory groups and networks including Community Councils and Resident's Groups.

Officers will link to Council service areas as appropriate to ensure a coordinated cross-council approach is maintained throughout the process.

Timescale

The group will be established in late Spring 2018 and work alongside the strategy development process led by ETAG and the Edinburgh 2020 Strategy Implementation Group. Working alongside ETAG, the group will influence the development of the next Tourism Strategy by 2020.

Meeting Arrangements

The group will select a chair at its first meeting.

Main working group will meet bi-annually spring and autumn, starting spring 2018 until the completion of a new Tourism Strategy in 2020.

The working group may decide to meet more frequently in line with key milestones in the strategy development process.

The Group may establish sub-groups to progress individual elements of the overall remit, inviting additional officers and external stakeholders as required.

Addendum by the Green Group Culture and Communities Committee

20 March 2018

Item 8.4, Tourism and Communities Working Group

Add at end of recommendations:

1.5 To amend the proposed membership of the working group to offer invitations to all City Centre members **and to ensure cross-party representation.**

Moved by Claire Miller

Seconded by Alex Staniforth

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Age Limitation and Emissions Standards for Taxis and Private Hire Cars (Air Quality) - referral from the Regulatory Committee

Item number	8.2
Report number	
Executive/routine	
Wards	
Council Commitments	

Executive Summary

On 16 March 2018 the Regulatory Committee considered a report by the Executive Director of Place on the responses received to the further consultation with representatives of the hire car trade concerning the introduction of an age limitation and emissions standards for Taxis and Private Hire Cars.

Terms of Referral

Age Limitation and Emissions Standards for Taxis and Private Hire Cars (Air Quality)

Terms of Referral

- 1.1 On 16 March 2018 the Regulatory Committee considered the attached report by the Executive Director of Place on the further consultation responses received on the feasibility of introducing a maximum age limit for taxis and private hire cars licensed by the City of Edinburgh Council.
- 1.2 At a meeting on 24 June 2016, the Regulatory Committee approved a motion by Councillor Burgess calling for a report on the feasibility of introducing a maximum age limit for taxis and PHCs in the city.
- 1.3 A feasibility report was presented to the Regulatory Committee on 21 November 2016, which agreed in principle that conditions of licences will be altered to improve the air quality in the city by reducing the emissions from taxis and PHCs and to consult on options to achieve this by either, (i) introducing an age limitation in respect of taxis and PHCs or, (ii) increasing incrementally the minimum emissions standards for the engines in these vehicles, which would improve emissions standards and instructed the Executive Director of Place to consult with the relevant officers, the public and the taxi trade and to report back to the Committee in six months' time.
- 1.4 At a meeting on 16 March 2018, the Regulatory Committee considered a report by the Executive Director of Place on the further responses received to the consultation with representatives of the hire car trade concerning the introduction of an age limitation and emissions standard.
- 1.5 The Committee also received deputations for Autogas Ltd and representatives of the Edinburgh Taxi Trade.
- 1.6 The Regulatory Committee on a division agreed:
 1. To approve the recommendations in the report by the Executive Director of Place subject to the following amendments.
 2. The timeframe for phasing out Euro 5 taxis to be extended by 1 year.
 3. No vehicle will be submitted new if it is not a Euro 5 or Euro 6 and from 1 October 2018 must be Euro 6.
 4. Vehicles converted to LPG may be permitted to operate up to a maximum of 14 years from registration.

5. To instruct the Executive Director of Place to amend the proposed conditions for taxis and Private Hire Cars and submit these to the Regulatory Committee for approval.
6. To refer the report to the Transport and Environment Committee for information.
7. To note Councillor Burgess's dissent from the above decision.

For Decision/Action

2.1 The Transport and Environment Committee is asked to note the report.

Background reading/external references

Regulatory Committee, 16 March 2018

Laurence Rockey

Head of Strategy and Insight

Contact: Rachel Gentleman, Committee Services

E-mail: rachel.gentleman@edinburgh.gov.uk | Tel: 0131 529 4107

Appendices

Appendix 1 - Age Limitation and Emissions Standards for Taxis and Private Hire Cars (Air Quality) – report by the Executive Director of Place

Regulatory Committee

9.00am, Friday, 16 March 2018

Age Limitation and Emissions Standards for Taxis and Private Hire Cars (Air Quality)

Item number	
Report number	
Executive/routine	
Wards	Citywide
Council Commitments	N/A

Executive Summary

Following approval of a motion at the Regulatory Committee on 25 June 2016 the Committee agreed in principle that the conditions of licences will be altered to improve air quality in the city by reducing emissions from taxis and private hire cars, and instructed the Executive Director of Place to consult with Council Officers, the public and hire car trade on options to achieve this aim.

A subsequent report to the Committee reported the results of the consultation process and made recommendations concerning the introduction of an emissions standard in respect of licensed taxis and private hire cars. The Committee instructed the Executive Director of Place to conduct further consultation with representatives of the hire car trade concerning the introduction of an age limitation and emissions standard.

This report updates the Committee on the outcome of that consultation.

Age Limitation and Emissions Standards for Taxis and Private Hire Cars (Air Quality)

1. Recommendations

The Regulatory Committee is asked to:

- 1.1 Note the contents of this report and consultation;
- 1.2 Agree revised policy to implement age limitation and emission standards as detailed in paragraphs 3.12 – 3.13 and 3.16 -3.17
- 1.3 Agree policy measures outlined in paragraph 3.19 which mitigate against undue hardship and will allow the committee to monitor implementation;
- 1.4 Agree revised amendment to the conditions of licence for taxis and PHCs as set out in Appendix 8 which are required to implement the policy agreed at paragraphs 1.2 and 1.3 above, these to be effective from 1 April 2018;
- 1.5 Instruct Officers to continue to discuss measures set out at paragraph 3.19 and to report back if agreement is reached;
- 1.6 Note proposals future improvements at paragraph 3.22 – 3:25; and
- 1.7 Refer this report to the Transport and Environment Committee for information.

2. Background

- 2.1 The licensing of taxis and private hire cars (PHCs) is an optional activity in terms of the Civic Government (Scotland) Act 1982 ('the Act'). The City of Edinburgh Council, as Licensing Authority under the Act, passed a resolution in terms of Section 9 of the Act, to the effect that Sections 10 to 23 of the Act shall have effect throughout the city and that licences shall be required for taxis and PHCs from 1 July 1984 ('The City of Edinburgh Taxi and Private Hire Car Driving Resolution 1983').
- 2.2 Section 10 of the Act requires the licensing authority to be satisfied as to the suitability in type, size and design of a vehicle for use as a taxi or PHC before granting or renewing a taxi licence or a PHC licence, as the case may be.

- 2.3 In terms of the Act, when granting or renewing a licence, in addition to any mandatory or standard conditions to which the licence is subject, the licensing authority may (a) disapply or vary any standard conditions so far as is applicable to the licence; and (b) impose conditions. The conditions shall be such reasonable conditions as the licensing authority thinks fit.
- 2.4 At a meeting on 24 June 2016, the Regulatory Committee ('the Committee') approved a motion by Councillor Steve Burgess as follows:
- 2.4.1 Edinburgh has a large fleet of taxis and PHCs;
- 2.4.2 These vehicles contribute to air pollution, air quality is poor in some areas of the city and that the age of a vehicle may be a contributory factor to the pollution it emits;
- 2.4.3 Other local authorities require taxis and PHCs to be below a certain age, but there is currently no limit to the age of taxis and PHCs in Edinburgh; and
- 2.4.4 Calling for a report on the feasibility of introducing a maximum age limit for taxis and PHCs in the city.
- 2.5 A feasibility report was presented to the Committee on 21 November 2016. The Committee:
- 2.5.1 agreed in principle that the conditions of licences will be altered to improve the air quality in the city by reducing the emissions from taxis and PHCs and to consult on options to achieve this by either:
- (i) introducing an age limitation in respect of taxis and PHCs; or
 - (ii) increasing incrementally the minimum emissions standards for the engines in these vehicles, which would improve emissions standards; and
- 2.5.2 instructed the Executive Director of Place to consult with the relevant officers, the public and the taxi trade, and to report back to the Committee in six months' time.
- 2.6 An online consultation was published on the Council's website between 21 April and 3 June 2017 and a total of 718 responses were received. Additionally, a further nine written responses were received. The volume of replies took a significant period of time to analyse.
- 2.7 The results of the consultation, together with officers' recommendations, were reported to the Committee on 24 October 2017. The decisions of the Committee were:
- 2.7.1 To note the contents of the report;

- 2.7.2 To agree that the conditions of taxi and private hire car licences will be amended to include specific conditions requiring licensed hire cars to progressively meet Euro 6 Emission Standard or any subsequent Euro Emission Standard (or U.K. equivalent);
- 2.7.3 To agree that the introduction of the emission standard should be incremental, with the proposed timeline set out below to be finalised following on from consultation with the trade;
- 2.7.4 To implement a Euro 5 emissions standard as the minimum standard for both taxi and PHC applications and renewals with an indicative implementation date of 1 December 2018;
- 2.7.5 Thereafter, to introduce a Euro 6 emissions standard for taxis and PHC applications and renewals with an indicative implementation date of 1 December 2020; and
- 2.7.6 from 1 December 2019, to restrict the vehicle age for all new taxi and PHC licence applications or change of vehicle applications to less than five years from the date of first registration;
- 2.7.7 To instruct the Executive Director of Place to establish a working group, consult with relevant Council Officers and representative trade bodies on the proposed timelines for the introduction of the Euro 5 and Euro 6 emissions standards, and to report back to the Committee in three months' time; and
- 2.7.8 to note that the Executive Director of Place would provide further information on Euro emissions standards in the report to be submitted in three months' time.

3. Main report

- 3.1 The Directorate has engaged with the hire car trade on the issue of emission standards and has held two formal consultation meetings. In addition, a number of written responses have been received and these are attached at Appendices 1- 5.
- 3.2 These discussions have been constructive and there appears to be an understanding within the trade that some form of emission standard is inevitable. There are issues that the trade remains concerned about and these are discussed in detail below. It is the view of officers that the consultation has gone as far as is possible and there are trade concerns which it has not been possible to reach agreement on a resolution. These concerns are outlined in paragraph 3.7 to 3.10 below and members are asked to consider these when reaching a decision on the recommendations in this report.

- 3.3 The hire car trade has two sectors - taxis and private hire cars (PHCs). Taxi trade representatives have raised a number of issues about the impact specifically on their trade. The PHC trade has not raised any specific concerns but has been fully represented and involved in the discussions. There would appear to be consensus that any policy adopted should apply equally to both taxis and PHCs and no proposal has been put forward to have different rules for each part of the trade.
- 3.4 The overall background remains unchanged. The Council has a strategic priority to tackle air pollution in the City and is in parallel working on proposals for a low emission zones. The council has separate statutory duties to tackle poor air quality and pollution. The broad approach of this report is endorsed by the Transport and Environment Committee. As highlighted in previous reports (see additional reading) the lack of an age limit or emission standard for taxis and private hire cars is unusual. Most Scottish authorities have previously introduced an age limit for hire vehicle and some have introduced measure to reduce emissions, for example in Dundee only allowing any additional new taxis to be licensed if electric. In the UK large urban authorities have additionally introduced specific emission standards for their hire fleets.
- 3.5 As previously reported there is evidence that second hand taxis unable to be licensed in other areas are being bought and licensed by Edinburgh operators, and therefore the quality of the taxi fleet is reducing. A number of pre Euro 4 vehicles have been licensed as replacement newer models and this trend was acknowledged by the trade during previous deputations and the consultation.
- 3.6 A number of other licensing authorities currently restrict the maximum age of a vehicle for which a taxi or PHC licence can be granted primarily on safety grounds but will therefore have a positive impact on emission standards (Appendix 6). The previous [Feasibility Report](#) to the Committee dated 21 November 2016 provides a comprehensive summary of other Scottish licensing authorities' policies and practice.

Concerns from the Taxi Trade

- 3.7 The first concern raised by the taxi trade is the cost and feasibility of replacing a large portion of the taxi fleet, as required by the deadlines outlined above. The trade makes the point that because the Council requires that all taxis must be purpose-built and additionally wheelchair accessible, this in turn limits the models available for licensing. There are currently two to three types of vehicle which are either purpose-built as a taxi or converted for such use and approved for licensing. The cost of such a new vehicle is between about £35K and £50K.
- Noting the potential cost of £35K to £50K, there is concern within the trade that some existing licence holders will be unable to afford a new vehicle and will leave the trade. This is particularly the case when considering the date for phasing out

of Euro 5 vehicles. The trade is concerned that the three to four year window from testing and last use is too restrictive, and the benefits of moving from Euro 5 to 6 are insufficient to justify phasing out Euro 5s. Appendix 7 contains information on the progressive improvement in emission standards for the information of members. In particular members' attention is drawn to the fact that Euro 6 imposes a further significant reduction in nitrous oxide emissions from diesel engines – 67% compared to Euro 5 – and establishes similar standards for both petrol and diesel.

- 3.8 The second concern expressed is that previous reports to Committee have overestimated the number of Euro 6 vehicles currently within the fleet, and therefore underestimated the number of taxis which will be affected. Council officers prepared previous information based when the vehicles were registered with the DVLA. The trade has pointed out that taxis may in fact be of a lesser Euro Standard than the registration date suggests, as a the manufacturers and suppliers may have surplus vehicles awaiting sale, which has created a gap between date of manufacture and first sale.
- 3.9 This issue highlights the benefit of further consultation and officers have worked with the Energy Saving Trust to verify our understanding of the numbers of the fleets with specific Euro standards. As a result the revised totals are as follows.

Euro Standard	Estimate 24/10/17	Revised Figures	+-% Change
E0	0	147	N/A
E1	0	76	N/A
E2	151*	4	N/A
E3	208	133	-36%
E4	308	256	-17%
E5	325	467	+43%
E6	324	159	-51%
Not known	0	74	
Total	1316	1316	

*Original estimate not broken down

- 3.10 The final group of concerns is that the age limit and emissions standards will disadvantage the taxi trade because of an unnecessarily short age limit on the vehicles. This is linked to the limited market for resale of taxis once they can no longer be licensed by the Council. The trade makes the point that, since other licensing authorities in the UK have similar emission standards, the market for resale of second hand taxis continues to shrink.

Amended Proposals

- 3.11 Section 10(2) of the Act allows the licensing authority to specify the type, size and design of taxis and PHCs licensed by them. The Council's aim is to improve the quality of the hire car fleet and thereby to incrementally reduce the pollution caused by tailpipe emissions.

- 3.12 It is recommended that the Committee adopts the following policy for minimum emission standards for taxis and PHCs:

3.12.1 That no vehicle fitted with a Euro 1-4 engine shall be accepted for test after 1 April 2019 and may continue to operate, subject to normal conditions of licence, until 31 Mar 2020; and

3.12.2 That no vehicle fitted with Euro 5 engine shall be accepted for test after 1 April 2021 and may continue to operate, subject to normal conditions of licence until 31 Mar 2022.

In practice that means that a pre-Euro 5 vehicle will have a minimum life span from the date of implementation for 12 months and depending on when it is tested has a maximum period of 24 months before it would no longer be eligible to be licensed.

A Euro 5 will have a minimum life span from date of implementation of 36 months and depending on when it is tested has a maximum period of 48 months before it would no longer be eligible to be licensed. Appendix 8 includes new conditions which it is recommended are adopted to achieve this.

- 3.13 Additionally the following policy measures are recommended to mitigate the effects of these measures on the taxi trade:

3.13.1 The Council will allow existing vehicles to be adapted to a Euro 6 or be converted to LPG, provided that the following can be shown by the operator and that any modification is carried out at the owner's risk: Appendix 8 includes new conditions which it is recommended are adopted to achieve this policy change, including the requirement to test by the Taxi Examiners and required certification.

3.13.2 That any such modified vehicle shall be allowed to remain in licence for four years from date of modification. Again Appendix 8 includes new conditions which it is recommended are adopted to achieve this.

- 3.14 Finally, in terms of age of vehicles, the original report recommended that the life span of a vehicle licensed in the Council should be five years. This additionally addressed the concern that, unusually amongst licensing authorities, the Council does not have an upper age limit on the vehicles. The Council's taxi examiners are concerned about the integrity of vehicles as they progressively become older.
- 3.15 During consultation the trade highlighted that owners who purchase new vehicles would have between four and five years' finance on them and would expect to sell them on to other operators who would then have finance over a similar period. The trade therefore suggested a maximum age limit of 12 years.
- 3.16 In response, officers accept that the original proposals were too restrictive and therefore recommend the following policy change be adopted:
- 3.16.1 No vehicle shall be accepted for test if it is over 10 years since the vehicle was first registered or licenced and may continue to operate, subject to normal conditions of licence, until a period of 12 months once it reaches the 10 year limit. Appendix 8 includes new conditions which it is recommended are adopted to achieve this
- Officers accept that the resale market for taxis is more limited than that for PHC, but that in itself cannot be a reason not to introduce an age limitations for the fleet and to improve emission standards. It is neither in the Council's nor the trade's interest to allow a progressively older or more polluting fleet.
- 3.17 Concerns remain that some operators are buying second hand vehicles and therefore introducing older and more polluting vehicles to the existing taxi fleet. To prevent the fleet from getting older it is proposed that, from 1 April 2018, no vehicle not previously registered with the City of Edinburgh Council will be accepted for licensing unless it is a Euro 6 vehicle. It would be open to an operator to seek an exemption to this policy and this would be considered at committee. The measures detailed above are designed to improve emission standards
- 3.18 Members will note the changes to the original proposals as outlined above. Clearly these have gone some way to address the concerns of the trade as understood but they do not fully implement the trade's position. It is a matter for the committee to reach a conclusion on whether a sufficient balance has been struck between these concerns and the strategic aim of the policy to improve the quality of the taxi and PHC fleet.
- 3.19 Additionally, the following measures are suggested to ensure that the Committee remains able to respond to any undue hardship caused by the recommendations:
- 3.19.1 As with any condition imposed on an existing licence, a licence holder may seek a variation to the licence requesting exemption from the condition(s). Each application would be referred to the committee prior to

the renewal application being determined and it would be for the applicant to show why they should be exempted. For example, this might be relevant if a vehicle still has outstanding finance but the new conditions would prevent it from being licensed further.

3.19.2 Any operator who applies to change their vehicle as a result of this policy shall be entitled to do so without paying the normal change of vehicle variation fee. This cost is estimated at £60,000 over four years and this will be contained within the licensing budget.

A guidance document will be drawn up outlining factors which could be considered to demonstrate evidence of hardship. Each case will still be required to be considered on its merits. The guidance will not form part of the proposed policy and is simply illustrative to assist the trade and the committee.

3.20 Noting the trade's concerns about the number of vehicles affected, it is proposed that the committee is given a short report every 12 months detailing:

3.19.1 The updated profile of the fleet in terms of emission standards;

3.19.2 The number of vehicles estimated to be affected by the April 2019 and 2021 deadlines;

3.19.3 Any evidence that licences are being surrendered or a drop in the number of vehicles operating in the city as result of the changes;

3.19.4 Number of operators who have successfully applied for an exemption to the conditions.

These measures will allow the committee to mitigate the impact of the conditions on a case by case basis, if appropriate to do so, and to monitor the ongoing implementation of this policy. Should an unforeseen issue arise, the committee can then instruct the Directorate as appropriate.

3.21 As outlined in previous reports, any operator changing their vehicles is entitled to apply to the Energy Saving Trust for an interest free loan for the purchase of a Euro 6 vehicle, and this will significantly assist those affected.

3.22 During the consultation process the trade asked the Council to consider the following additional measures:

3.21.1 Allowing rear loading of wheelchairs, which would open up the taxi market to additional models which are currently not able to be licensed as the Council requires these to be side loading

3.21.2 Considering other makes and models of vehicles as suitable as licensed taxis, again thereby opening the market to additional models.

The background is that the limited market is believed to restrict competition and therefore increase the capital cost of purchasing a taxi.

- 3.23 Officers have responded cautiously to each proposal but suggest that options should continue to be discussed with the trade. It is understood that the trade has discussed rear loading with disability groups. A point made is that most wheelchair users are unlikely to hire a taxi from a rank and therefore a pre-booked hire is less of a problematic for rear loading.

Officers remain concerned that such a change would require a full equalities impact assessment followed by a consultation with affected users. Even if the majority of wheelchair users pre-book there are undoubtedly visitors to the city who don't pre-book. These customers may rely on being able to access taxis at an existing rank, especially at transport hubs.

In terms of different models of vehicle, again officers are happy to continue to work with the trade to evaluate any vehicles that might be put forward for consideration.

Future progress to lower emission standards

- 3.24 The Committee and members of the Transport and Environment Committee have queried how the Directorate would maintain progress in further reducing emissions beyond the recommendations in this report. As previously reported, the major barriers to Electric Public Hire Vehicles being in widespread use are the availability of sufficient charging points for a fleet of over 3000 vehicles, and lack of a custom built electric powered taxi until very recently.
- 3.25 It is recommended that officers ensure that work undertaken in this project is embedded within work to establish low emission zones. Officers will monitor developments in engine emission standards and availability of charging points infrastructure and will report to the Regulatory Committee any scope to further tighten emission standards. It is further recommended that the committee agrees an aspiration that the public hire fleet will be 'zero emissions' by 2035. An update on these matters can be included in the report described in paragraph 3.19 above.

4. Measures of success

- 4.1 That the standard of the licensed hire fleet is maintained at a level to be expected in the capital city, delivering improvements that:
- a) Provide safe and efficient transport options for residents and visitors.
 - b) reduce carbon emissions;
 - c) Improve air quality;
 - d) contribute to meeting UK air quality objectives (AQO); and

5. Financial impact

- 5.1 Overall the change of conditions will not create any additional costs to the Council Budget. The mitigation measures detailed in paragraph 3.18 is estimated at £60,000 over four years and this will be contained within the licensing budget.
- 5.2 The Council's scale of fees for licensing applications was approved with effect from 1 April 2017. Any costs implementing policy changes will be contained within the current ring-fenced income generated from licence application fees.

6. Risk, policy, compliance and governance impact

- 6.1 The development of policy in respect of the licensing of taxis and private hire cars is part of the wider policy-making role for the Council. It is essential that all strategic aims of the Council are considered and that where appropriate the taxi and private hire car licensing policy is consistent with these aims.
- 6.2 There is risk that any decision to amend or change existing policy in relation to the specification of vehicles suitable to be licensed for use as taxis and private hire cars could be subject to legal challenge
- 6.3 Air Quality Management Areas have been declared at five areas across the city where air quality assessment has identified that UK air quality objectives (AQO) are not being met.

7. Equalities impact

- 7.1 The contents and recommendations neither contribute to, nor detract from, the delivery of the three Public Sector Equality Duties.
- 7.2 The contents and recommendations described in this report do not deliver any outcomes relating to the ten areas of rights, nor do they enhance or infringe them.
- 7.3 Should consideration be given to the proposals detailed in paragraph 3.22 such a change would require a full equalities impact assessment followed by a consultation with affected users.

8. Sustainability impact

- 8.1 This will reduce the carbon footprint of the taxi and private hire car trade within the city and contribute to the Council's Sustainable Energy Action Plan to reduce carbon emissions across the city by 42% by 2020.

9. Consultation and engagement

- 9.1 Representatives from the taxi and private hire car trade were consulted at a meeting of the Hire Car Consultation Group on 4 October 2016, 1 March 2017, 30 November 2017 and 2 February 2018.
- 9.2 An online consultation was published on the Council's Consultation Hub between 21 April and 2 June 2017, during which time 718 online responses were received. The outcome of the consultation was the subject of a report to the Regulatory Committee on 23 October 2017.
- 9.3 Trade representatives were invited to make written representations as they saw fit and, where made, these have been included in this report.

10. Background reading/external references

- 10.1 None

Paul Lawrence

Executive Director of Place

Contact: Andrew Mitchell, Regulatory Services Manager

E-mail andrew.mitchell@edinburgh.gov.uk | Tel: 0131 469 5822

11. Appendices

Appendix 1 - Trade representation by Tony Kenmuir on behalf of Central Radio Taxis; City Cabs (Edinburgh) Ltd; the Edinburgh Taxi Association and; the Scottish Taxi Federation.

Appendix 2 - Trade representation by Mark McNally on behalf of the Edinburgh Taxi Association.

Appendix 3 – Trade representation by Les McVay on behalf of City Cabs (Edinburgh) Ltd.

Appendix 4 - Representations by Mark Lyon on Behalf of Unite the Union

Appendix 5 - Representations by Mark Whittet dated 30 October 2017 and 14 February 2018

Appendix 6 - Summary of Local Authority Vehicle Age Limitations

Appendix 7 - Emission Standards

Appendix 8 - Licensing Conditions

Appendix 1 - Trade representation by Tony Kenmuir on behalf of Central Radio Taxis; City Cabs (Edinburgh) Ltd; the Edinburgh Taxi Association and; the Scottish Taxi Federation.

From: Tony Kenmuir

Sent: 09 February 2018 10:06

To: Andrew Mitchell; Gordon Hunter

Subject: Age & Emission Restrictions 2nd Deputation.docx

Dear Andrew & Gordon,

Further to our recent consultation we have produced the following feedback on your revised proposals. We still feel that we're not far from reaching an agreement and we appreciate the time you have invested in the consultation process. We will continue to make the point that although we support the proposal we feel that the timelines are too short as they stand.

The following has been endorsed by Central, City, ETA and STF

Best regards

Tony

Age limitation and emission standards for taxi and private hire cars.

Licensing officers have summarised the "Points Made by the Trade" from a written submission by Tony Kenmuir of Central Taxis on behalf of Central Taxis, City Cabs, The Edinburgh Taxi Association and Scottish Taxi Federation; and from a Hire Car Consultation Group meeting where that submission was discussed.

Each of these "Points Made" is followed by a proposal from Licensing Officers and our response to those proposals follows in the same numbered order.

Introduction

The taxi trade deputation represented by Tony Kenmuir of Central Taxis at a Regulatory Committee meeting on 24th October 2017 offered general support for the introduction of age and emission standards. It was however submitted to the Committee that the proposed schedule was considered too short by the trade for a number of reasons. It has since been demonstrated by the trade that the number of "Pre-Euro 5" and "Pre-Euro 6" vehicles in the current fleet was underestimated by Council Officers in the proposal. There was support on the day for further consultation between Licensing Officers and the Trade with the aim of coming back to committee with a revised timescale for implementation.

1. The initial proposal was that pre-Euro 5 taxis cannot be renewed beyond December 2018. The trade responded with support and proposed to extend that by one year to December 2019. We believe that is a more realistic timescale to

implement this radical change to the make up of the fleet and the trade; allow operators to revise their business model and financial plans and for sufficient new vehicles numbers to become available. Licensing officers have responded by proposing that the date change to April 2019. This is actually no concession at all in real terms. The implementation date has only been adjusted by the time it has taken to conduct the consultation and the trade has no more time than before to achieve the proposed targets. We request that this date now be adjusted to April 2020 accordingly. A hardship process has been proposed for license holders who still have finance outstanding on their vehicles at the point they fall behind the emissions targets. It has been explained to us that this does not involve a scrappage scheme or financial support of any kind but allows for individual license holders to plead their case before the committee and each case to be considered on it's own merits; and that an extension to the date may be allowed to an individual. We respectfully submit that this a potentially time consuming, confusing and contentious way to proceed with the implementation of radical change to the trade and clear guidelines should be set out from the start. Following our proposals such a caveat would be unnecessary.

2. As above and we now submit that April 2021 is the minimum required.

** please note that the early deletion of Euro 5 vehicles is the most critical point for the trade in this entire proposal and could be disastrous for the economy of the taxi trade if implemented too soon**

3. The trade sought to agree on a minimum life-expectancy for a licensed taxi and proposed 12 years. Council officers appear to have accepted this principal on the basis of 8-10 years although we note that the word "minimum" has been replaced with "maximum". The trade is in agreement that 10 years could be considered as a maximum life-expectancy and also the minimum. For the avoidance of doubt a taxi that would otherwise be excluded due to it's emission standards would be allowed to continue operating until it reached 10 years from its first date of registration under the trade proposal.

4. As in 3 we agree to a maximum life expectancy of 10 years and propose that this should also be the minimum life expectancy of a vehicle that otherwise passes inspection at the taxi examination centre. We do not agree that it must also comply with 1 and 2.

5. The initial proposal was that taxis could not be added to the fleet by a license holder if they were older than 5 years from first date of registration. The trade resists this as it may prevent the owner of a 5 year old taxi from transferring it to another license holder in order to purchase a newer vehicle with lower emissions. This is contrary to the objectives of the Council in implementing these changes. Council officers have responded with a proposal to prevent second hand taxis being introduced to the fleet if they are not Euro 6. Rather than reach a compromise on this point, the new proposal is actually more stringent than the original one. The trade does not support this.

6. The trade agrees that there are factors including certain safety specifications that would need consideration. If the fabric of a taxi vehicle and its specification were otherwise suitable for examination we propose that conversion of the vehicle to LPG fuel should add 5 years to the life expectancy of the vehicle in parallel with London.

7. The trade suggested during the consultation that rear-loading vehicles may be worth considering if it opened up the public hire taxi market to additional vehicles/conversions and had any prospect of increasing competition in the marketplace and bringing down the capital cost of taxi vehicles which is such a factor in all of these calculations. However, further to discussion and review we do not believe that this is practical or advisable and withdraw this proposal.
8. Primary legislation states that the cost of operating a taxi must be reflected directly in the tariff. It will be on the next tariff review in 18 months that the true cost of this implementation will be calculable and must be implemented. It is bound to have a significant effect on the fare table.
9. The trade maintains that license fees should be revised and adjusted so that owners do not pay an additional fee to introduce a new vehicle.

Additional

In clause 1.2 of the papers presented to Committee on 24th October 2017 it is proposed that conditions can be amended for subsequent Euro Emission Standards. The trade is concerned about the wording of this. We request that any further, radical changes to the make-up and economy of the taxi trade should go out to consultation with the trade and submission to committee before they may be implemented.

The proposals submitted by the trade would have 900 of the oldest and highest polluting taxis off the road by April 2021. This is a significant contribution to the quality of vehicle on offer and to the environment of the city and it will be achieved without the subsidies enjoyed by Lothian Buses and other public transport operators; being funded by private, working individuals.

Appendix 2 - Trade representation by Mark McNally on behalf of the Edinburgh Taxi Association.

From: Edinburgh Taxi Association

Sent: 12 February 2018 05:00

To: Andrew Mitchell; Terry Higgins

Subject: Age Limitation / Emission Standards for Taxi's and PHC's

Dear Licensing officers and Councillors

Age limitation and emission standards for taxis and private hire cars.

Item 1.2 in the proposal presented to committee on 24th October 2017 recommends that the committee 'agrees that the conditions of taxi and private hire car licences *will be amended to include specific conditions* to require licensed hire cars to *progressively* meet Euro 6 Emission Standard or any subsequent Euro Emission Standard (or UK equivalent)'

We require clarity on item 1.2 and the reason for its inclusion as a separate recommendation. Our interpretation of the wording of this specific item is that the licensing department seeks approval *now* to amend the conditions of taxi and private hire car licence in the *future* for the fleet to progressively meet subsequent (future) Euro Emission Standards or UK equivalent.

If this is not the intent of the licensing department, what is the reason for its inclusion as a proposal over and above the other items that detail how licensing officers suggest taxi and private hire vehicles meet Euro 5 and Euro 6 standards?

Revised timescale for implementation response

Item 1 and 2

The initial proposal stated Pre-Euro 5 taxis would have to be replaced by a vehicle of Euro 5 standard or better starting December 2018 and would require all Pre-Euro 5 vehicles to be removed from the fleet by December 2019. The trade requested a further 12 months extension to this. Licensing has proposed a further 4 month extension, from April 2019 to April 2020. This buys the trade no further time to comply as it is cancelled out by this current extended consultation process over the last 4 months from October 17 - February 18. The supposed revised proposal is no different to the original. We now request that the Pre-Euro 5 dates be adjusted to April 2020 to April 2021.

Licensing officers original and revised proposals are unfortunately designed in such a way that leaves operators with a strict deadline to meet and a cliff edge implementation date to comply. This is of particular concern to us with past experience of the licensing departments zero tolerance policy that drivers are met with when applying for Taxi Driver Licenses, this is in relation to late renewals, criminal history checks and immigration documentation. In short if the application is late or deemed incomplete the licence application is not processed let alone granted. We seek clarification and assurances that a

common sense approach is in place to make sure operators that experience difficulty or can't comply have options and won't simply lose their Taxi Vehicle License as they do with Taxi Driver Licenses.

We also request that any changes to the conditions with relation to age/emission restriction are detailed in a letter to all day to day managers and directors clearly outlining the changes. We make this request as changes to the required documentation for processing Taxi Driver Licenses was not circulated to all/any licence holders; drivers are only now learning of these changes when applying to renew their Taxi Drivers License which is often too late.

A hardship process has been suggested to allow individuals to plead their case for committee to consider on its own merits. The ETA do not believe that this process would assist many operators if any as we believe that only exceptional cases would be presented and considered. This process would not assist the majority of operators affected by this proposal.

Items 3 and 4

The trades suggestion of a guaranteed minimum life expectancy of 10 years for an expensive purpose built Taxi is entirely reasonable. This should be allowed whether it meets the Euro criteria in the proposal or not. Council officers state they 'Cannot support trade proposal as it would undermine the policy intent.' The trade made this suggestion because the policy intent is severe and unreasonable.

Early deletion of Euro 5 vehicles is the most critical point for the trade in this proposal. There simply won't be enough second hand Euro 6 vehicles available to operators to meet the current proposed time scale to achieve a full Euro 6 fleet. The majority will still be under credit agreements and in use by the first owner. As highlighted previously the cost of buying a new purpose built vehicle being so high most are financed over 5 and increasingly over 6 years.

Item 5

The ETA didn't support the initial proposal 'to restrict the vehicle age of all change of vehicle applications to less than 5 years from date of first registration.' It prevents second hand vehicles from being sold on to other operators to allow for the original owner to buy a newer less polluting vehicle to add to and renew the fleet. The counter proposal implements a restriction preventing 2nd hand taxis that are not already registered in Edinburgh from being licensed unless it's Euro 6. This new proposal is more stringent than the original. Any restriction of this kind is counterproductive making the transition to Euro 5 and 6 harder instead of easier and is contrary to the objective to *progressively* renew the fleet.

The taxi vehicle economy requires vehicles to be sold on in order for new vehicle purchases to be made. No restriction should be made to prevent the filtering down of vehicles. The current level of work, drivers and tariff cannot sustain the full fleet to be Euro 6 in the next 4 years that's currently proposed. This point has been made repeatedly by the trade and is not being grasped by the licensing department and is not reflected in policy updates.

Item 6

Conversion of a taxi to Euro 6 standard and/or LPG should be accepted and should extend the life of the vehicle by 5 years in parallel with London. If the vehicle is safe and the fabric of the taxi vehicle and its

specification are suitable for examination and it meets with the required euro emissions standard, we see no reason why this should only be an option for vehicles that are already in the existing fleet, this should be an option for new vehicles to the fleet as well.

Item 7

We maintain that rear-loading wheelchair vehicles are worth considering in the future, opening up the public hire taxi vehicle market to additional vehicles and conversions. Introducing more affordable vehicle options and increasing competition in the marketplace might be necessary to bring down the capital cost of new taxi vehicles.

Item 8

Any decision on vehicle age / emission restriction and the resulting costs of implementation will only be realised after the current ongoing fare review. We therefore request to submit evidence of the costs incurred by the trade in the next fare review in 18 months' time and subsequent fare reviews, not in the current fare review with the deadline for implementation fast approaching.

Item 9

The trade maintains that license fees should be revised and adjusted so that owners do not pay an additional fee to introduce a brand new vehicle.

It has been demonstrated by the ETA that the number of Euro 5 and Euro 6 vehicles have been overestimated by council officers in the original proposal's supporting documents. Final figures have still not been released but we have been informed it's estimated there is around 150 Euro 6 vehicles in the taxi fleet. If the estimation is correct Euro 6 vehicles currently account for only 11% leaving 89% of the fleet affected by this proposal if passed. The Civic Government (Scotland) act, when addressing the issue of renewing licenses, requires that conditions shall be *reasonable*. The ETA maintains that it is unreasonable that such a high proportion of vehicles and operators are affected by the proposal and its proposed time scale.

Regards

Mark McNally

--

Edinburgh Taxi Association

Appendix 3 – Trade representation by Les McVay on behalf of City Cabs (Edinburgh) Ltd.

From: Les McVay

Sent: 13 February 2018 15:36

To: Andrew Mitchell; Terry Higgins; Gordon Hunter

Subject: Age Limitation and Emmision Standards for Taxis

Hi Andrew

City Cabs are preparing a response to last weeks Taxi and PHC Trade Meeting with regard to the Age of Vehicles and Emissions.

To enable me to do this, I need to try and understand the methodology that was applied to the process which led to the recommendations that are being put forward for consideration, in particular, the introduction dates for the minimum requirement of Euro 5 and 6 vehicles.

The report that was put forward at this meeting, by Council Officials, stated that the trades proposals to extend the dates for the introduction of the requirement of Euro 5 and 6 vehicles could not be justified. I would be grateful if you could provide me with the considerations and evidence that was used to arrive at the dates put forward by the City of Edinburgh Council and why the proposed extensions cannot be justified?

For the Trade to understand why Council Officials are proposing measures which will have severe consequences for the Public Hire Trade in Edinburgh, I think it is only proper that the reasons and workings behind these decisions should be open to scrutiny.

Bearing in mind that there are flaws in the number of Euro 5 and Euro 6 vehicles that were quoted in your report I hope you can understand the Trade's concerns that other factors that led to the findings may also be flawed.

Another area City Cabs are concerned with is the last minute way that we were informed of the consultation process and the detail of the proposals.

For the meeting held in October, notification was given less than one working day before it took place and the meeting held on 2nd February, the documentation that was to be considered was sent at 9.20pm on the 1st February. I think most would consider this lack of notice to be a poor show and perhaps an indicator of how the whole consultation process is being conducted.

In short and to summarise, the Trade disagrees with the short window of time between the introduction of the Euro 5 and 6 vehicles and would like to consider the evidence that led to this decision being made.

I would also ask for details of the proposed hardship fund that is to be introduced.

I also ask that this e-mail is not taken as a criticism in the way the current consultation process is being conducted but more of an attempt to understand why what we are asking for is not justified and why we cannot be given a reasonable amount of notice for the dates of the meetings and a reasonable amount of time to consider the documentation being put forward for discussion at these meetings.

Les McVay

Company Secretary

Email:

Tel:

Web:



Appendix 4 – Representations by Mark Lyon on Behalf of Unite the Union

ML/CB

12 March 2018

Edinburgh City Council
Waverley Court

4 East Market Street
Edinburgh
EH8 8BG

To Whom it may Concern

Unite the Union – Positioning Paper on Age Limitation of Taxis and PHCs

Abstract

Unite, having consulted with members who operate Taxis and having considered the Council proposals, submit that the extent and, in particular, the timescales under consideration are overly punitive, and likely to impose hardship on operators who have committed to the trade and heavily invested in vehicles at a time before these proposals were tabled.

Unite is very supportive of measures to improve air quality in the city but is also mindful of the relatively short implementation period and the difficulty faced by those effected in the proposed transition timetable.

Unite submits that further impact assessments on the detriment to current owners and drivers should be undertaken and that the proposed timescales should be reviewed.

Unite further submits that there should be two distinct elements to the plan for age limitation, firstly, the desired end point to have vehicles in operation with the best environmental performance but, secondly, to have an extended implementation period to allow existing Taxi owners to transition and manage the significant cost of investing in new vehicles.

Consultation with Unite

It is apparent that Unite has had no input to the consultation thus far and that personal contributions in the name of Unite may have been offered in discussions, submissions and presence at meetings. For the avoidance of doubt, this paper represents the sole contribution to the debate so far and as submitted for consideration.

Context

The Civic Government (Scotland) Act, when addressing the issue of renewing licenses, requires that conditions shall be *reasonable*. Unite submits that the transition timetable is not reasonable in regard to the ability for owners to procure new vehicles in advance of the proposed renewal restrictions.

The guidance offered the Scottish Government, states that *the setting of an age limit beyond which a local authority will not license vehicles is somewhat arbitrary and disproportionate, particularly as it is perfectly possible for a well maintained older vehicle to be in good condition.*

Unite broadly agrees with this guidance and, is informed by its intent, to press for a revised proposal and the 'Grandfathering' of rights to be licensed for existing taxi owners.

Unite represents workers in the public transport arena servicing the city including, state of the art buses, trams, civil air transport aircraft and aircraft passenger supporting vehicles. Unite notes that the direction of change has already led to greatly improved and environmentally compliant vehicles and concludes that the issue of Taxi licensing should be viewed in a wider context involving step change in air quality as a whole. While it is always desirable to have continuous improvement, it is also important to consider the financial challenges faced in such a change by the men and women of the Taxi trade who often present the first and last contact with and service to our valued visitors to the Capital and who have served with distinction in this capacity over many years.

Further context includes the comparative implementation, or lack of thereof, of measures by other authorities. Unite supports sensible and timely measures but does not support trailblazing initiatives that put our members out of business.

Financial Context

The financial realities, and ability to make the substantial investment demanded by these proposals, are informed by a combination of increased number of operating taxis and Private Hire Cars, the recent road adjustments causing difficulties to drivers, the reduction of fare paying passengers as a result. This combination, coupled with the additional proposed burden, would effectively price many of our hard working members out of the business.

In a survey of our consulted cohort, the feedback was that over 78% of those involved would suffer direct and serious financial difficulties. Many reported that they would not be able to continue post the imposed changes.

Comment on proposed mitigation

Unite do not believe that the hardship process would assist the majority of those effected to any significant degree. The proposals refer to license holders with finance beyond the effective dates but this provides only part of the story. Owners, in many cases, have run the vehicles while servicing the debt but with a well-constructed business plan including years of leveraged assets but with prospective years ongoing of utilisation without the burden of debt. These proposals may condemn such individuals who have already weathered the most financially difficult years to further hardship if their vehicles are not licensed.

Unite notes that there may be some coincidental relief offered in connection with the relationship between renewal dates and the cliff edge implementation dates but is concerned that this is effectively random in nature. Unite does not believe this would assist the majority of those effected to any significant degree.

Discussions taken place around retrofit gas operated engines or replacement engines. Unite notes that this would be a viable option if the modified vehicle was permitted to continue operating for a sufficient period in order to offset the cost of the investment. The fixed dates proposed make this option unfeasible at present. Unite submits that modified Taxis should have a revised age limitation.

The idea that owners can sell on vehicles to part-finance new ones is not viable. With the implementation of these restrictions, the vehicles bought in good faith and, in some cases, with

existing debt attached would become effectively worthless overnight, and if some of the owners do manage to sell on, it would surely be a case of just moving the problem somewhere else in any case.

Concluding remarks

Unite is anxious to correct any perceived position previously offered and to clarify that this paper outlines the position of our union.

Unite requests the opportunity to make representation to elected members on behalf of our members prior to any final decision.

Unite submits that the proposed implementation dates are revised, that modified cabs should enjoy a specified exemption and that, in particular, the existing license holders and afforded additional time to make this transition while remaining able to continue to operate.

Submitted on behalf of Unite the Union

Mark Lyon
Unite Regional Officer

Appendix 5 – Representations by Mark Whittet dated 30 October 2017 and 14 February 2018

From: Mark Whittet

Sent: 14 February 2018 13:39

To: Andrew Kerr; Adam McVey; Catherine Fullarton; Terry Higgins; Andrew Mitchell

Subject: 14 FEB; Taxi consultation submission; No probative evidence to support claimed public health benefits from banning diesel taxis

Ps; You have failed to answer - never mind acknowledge - the requirement to produce evidence that the proposed taxi-only diesel ban plan has been 'legally stress-tested' against judicial review. I repeat;

'Has Edinburgh council taken expert legal opinion (ie QC's Opinion) on whether the proposed taxi-only diesel ban plan would withstand judicial review?'

Mr A. Kerr

Chief executive

Edinburgh Council

Cllr Catherine Fullarton, Convenor, Regulatory Committee

Cllr Adam McVey, Convenor, Transport Committee

14 Feb 2018

Dear Sirs and Madam,

Re; Age Limitation of Taxis and Private Hire Cars (Air Quality) Consultation

No probative evidence to support claimed public health benefits from banning diesel taxis

See following extract from the National Records of Scotland**

Extract from the National Records of Scotland**

<https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/vital-events/general-publications/births-deaths-and-other-vital-events-quarterly-figures/3rd-quarter-2017>

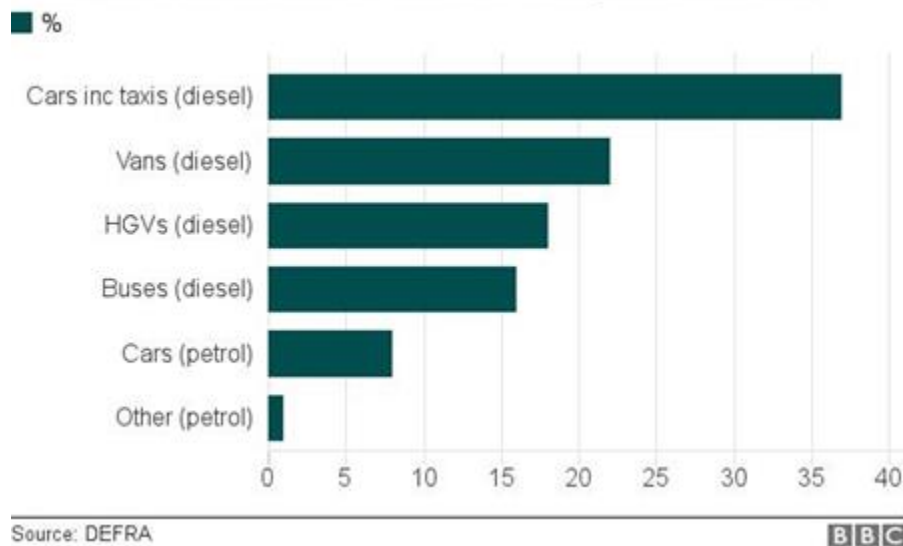
Deaths from respiratory system diseases fell by 8.5 per cent to 1,293; **

** Edinburgh represents about 5% of the population of Scotland; so 5% x 1,293 = 65 deaths during the reporting period 2Q2017

This is not an excessive figure and while these official data do not provide any further breakdown of the precise causes of the respiratory system diseases it can be reasonably assumed that these are *not* all caused by emissions from diesel-engined black taxis.

Ergo, for Edinburgh council to take action to reduce emissions which penalises only one source (black taxis) while taking no action against other, and far larger contributor sources such as the (*hugely more numerous* - see *tale of evidence below from BBC/DEFRA**) private-owned (diesel) cars, (privately) light and heavy goods vehicles, the (privately-owned) commercial bus fleets and also the (publicly owned) city bus fleet is, self-evidently, manifestly unfair, disproportionate and anti-competitive.

What contributes most to roadside nitrogen oxide levels



Source; <http://www.bbc.co.uk/news/uk-40726868>

What about aeroplanes? How much air pollution is caused by aircraft?

In the UK about 1% of nitrogen dioxide emissions are caused by aviation. Far more are caused by people driving to airports in their cars.

Moreover, such (unfair and discriminatory) action against just *one* sector (privately-owned black taxis) will have minimal - even if measureable - public health benefits.

And the non-evidence base 'justification' for the council's proposed (unfair, discriminatory and anti-competitive) prohibition on diesel-engined taxis (ahead of similar action against all other – and more numerous other sources) is even more apparent in

light of the fact that the council has not considered alternative options for reducing diesel-emissions, such as;

- Removing speed humps - which increase emissions from higher engine rpm
- Re-timing and speeding up traffic lights and introducing more left-turn green light filters to maintain flow of (all) traffic
- Spitefully and needlessly closing off side roads, no-entries, etc – which in turn force greater congestion/ slow moving/ queueing – and engine idling/ emissions
- Removing the (needless and largely-ignored) 20mph city-wide speed limits because lower road speed results in higher emissions from greater rpm

Extract from the National Records of Scotland**

<https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/vital-events/general-publications/births-deaths-and-other-vital-events-quarterly-figures/3rd-quarter-2017>

- The statistics show 13,847 births, 13,185 deaths and 10,870 marriages were registered between April and June.
 - At 13,847, the number of births registered was 411 (2.9 per cent) fewer than in the same period of 2016 and the lowest quarter three total since 2004. The total number of quarter three births fell to a low of around 13,200 in 2001. It then rose to around 15,500 in 2008 before falling in more recent years.
 - At 13,185, the number of deaths registered was 17 (0.1 per cent) fewer than in the same period of 2016. Over the past decade the number of deaths in the third quarter has generally increased each year apart from an unusually low figure of 12,224 in 2013.
 - Compared with the third quarter of 2016:
 - the number of deaths from coronary heart disease rose by 4.1 per cent to 1,533;
 - Deaths from cerebrovascular disease fell by 6.6 per cent to 900;
 - There were 3,960 deaths from cancer (a decrease of 0.6 per cent);
 - Deaths from respiratory system diseases fell by 8.5 per cent to 1,293; **
 - There was an increase of 6.7 per cent in the number of deaths from Alzheimer's Disease (491);
 - The number of deaths from dementia rose by 13.6 per cent to 861 (although respiratory disease, Alzheimer's and dementia deaths are affected by the change in cause of death coding software – [refer to this paper for more details.](#))
 - Over the longer term, deaths from coronary heart disease and cerebrovascular disease have decreased considerably whilst the number of deaths from cancer and respiratory disease has risen slightly. There has been a relatively large increase in the number of deaths from dementia and Alzheimer's disease with such deaths now

accounting for around 10 per cent of all deaths compared to 5 per cent a decade ago.

Yours faithfully,

Mark R. Whittet (LLB, BA, DipLP + Advanced Certificate, Local Govt Management)

cc

Andrew Mitchell, Regulatory Services Manager

Terry Higgins, Licensing Regulatory Officer

----- Forwarded message -----

From: **Mark Whittet**

Date: 30 October 2017 at 14:37

Subject: 30 OCT 2017: XMAS SHOCKING: Edinburgh council to ban 50% of black taxis by Dec 2018 and cut wheelchair-friendly fleet in half

Cllr Catherine Fullarton, Convenor, Regulatory Committee

Cllr Adam McVey, Convenor, Transport Committee

Andrew Kerr, Chief executive, Edinburgh council

30 October 2017

Dear Sirs,

**Age Limitation of Taxis and Private Hire Cars (Air Quality)
Consultation Update**

(Council Report enclosed)**

Cllr Catherine Fullarton, Convenor, Regulatory Committee

Cllr Adam McVey, Convenor, Transport Committee

Andrew Kerr, Chief executive, Edinburgh council

30 October 2017

Dear Sirs,

**Age Limitation of Taxis and Private Hire Cars (Air Quality)
Consultation Update**

I write with regard to the above and the meeting of the above council committee on 24 Oct 2017 with the following submission and recommendations to the joint council-trade working/ liaison group, which is due to report back by 24 Jan 2018:

The four key points in this submission are that;

- **The above-proposed policy is unfair and unreasonable on:**
 - **Competition grounds**
 - Failure to consider alternative and/or interim technology and/or traffic-management solutions
 - **Failure to fully and effectively consult** with all/ other user groups – eg NHS, disabled, Help the Aged, BMA, Scottish Ambulance Service
 - Is **Age and Health discriminatory under the Equality Act 2010**
 - Discriminates against one type of (public) transport provider against others (eg lack of re-charging facilities/ lack of state-required infrastructure)
 -
- The **policy-formation/ consultation policy is itself deficient – and is based on inconclusive evidence from its own officials** (that 20mph/ speed humps 'may' reduce particulate vehicle emissions)
- **It fails to meet the council's own stated 'measure/s of success'**
- **Council has failed in its public duty** to take impartial legal advice on the legality of its own proposals and **thereby exposing council-tax-payers to unnecessary and avoidable legal costs.**

Details of the above recommendations and/or objections are appended below.

Yours faithfully,

Mark R. Whittet (LLB, BA, DipLP)

cc

Andrew Mitchell, Regulatory Services Manager

Terry Higgins, Licensing Regulatory Officer

Encl;

(Un)Fair and (Un)Reasonable council process/ policy formation on competition grounds

The timescales proposed in the above document are too short to allow the black-taxi trade to adjust to the severe financial consequences of banning all pre-Euro-5 vehicles from December 2018.

- Further, this would overnight remove 50% of black-taxis from the market. This is neither fair nor reasonable.
 - And it puts the black-taxi supply (which is almost entirely supplied by self-employed sole-traders) at a disadvantage compared to council-publicly funded Lothian Buses and Scot-Rail.
 - It similarly puts the black-taxi supply at a disadvantage compared to private-hire mini-cabs as there is a far wider choice of vehicle (eg private cars) available from the mass-market automotive manufacturers for these traders to choose from – either new-build and/or second-hand.
 - There is only one manufacturer/ supplier of the 'traditional' Hansom-cab black-taxi vehicle – hence Edinburgh Hansom-cab black-taxi owners/operators have no choice of alternative suppliers (so there is no competition to force down prices of such vehicles.
 - A new, battery-powered vehicle-taxi (BPV-black taxi) retails new at £55,000 – which is around twice the price of a (range) of private-cars which mini-cab drivers can choose from.
 - And there is not, and will not be, a fair-trade market in second-hand Euro-6-compliant vehicles for a 5-10 year period.

(Un)Fair and (Un)Reasonable council process/ policy formation on competition grounds; private-hire vehicles

There is an over-supply (or at least a likelihood) of private-hire vehicles, with the issuing of some 2,000 new private-hire licences since Uber was granted its supplier licence.

- This needs to be quantified by the council so as to prevent over-supply, and/or to at least await the supply of central/Scot-Govt guidance on private-hire licences.

Any move by Edinburgh council meantime to permanently ban pre-Euro-6 black-taxis prior to carrying out this highly pertinent study would be prejudicial and contrary to public/ competition policy.

Two other points pertain here:

If Transport for London has withdrawn its private-hire operator licence from UBER, why has Edinburgh council not done likewise?

And – despite a round-robin series of letters from private-hire drivers asking the council for permission to use the Greenways (and their illegal use of bus/black-taxi-cycle) lanes (BBC-lanes), private-hire vehicles are precisely

that; - ie they are private motor cars (hired by private individuals) are are not – unlike black-taxis – public transport.

(Un)Fair and (Un)Reasonable council timescales

Given that the council wants to reduce emissions from black-taxis by 2030, the same effect can be achieved by adopting a 10-year notice-period; ie banning all pre-Euro-5 vehicles from December 2028.

The same (environmental) goal is achieved – in line within council wishes and two years ahead of central government timescales.

And it gives the local black-taxi trade a reasonable period of time to adjust – ie to finance the cost of a Euro-6-compliant BPV (battery-powered vehicle).

- **Edinburgh council itself allows a five year period to provide for (some, not all) battery-powered trucks when traditional diesels are gradually phased out**

The sense of shock and outrage – never mind non-collaboration – from the commercial goods vehicle/ haulage fleet operators if Edinburgh council imposed a similar unilateral ban in these timescales on HGVs is easily imagined – as is the public outrage if people cannot buy goods and services in the shops (OR prices rise too far, too fast).

(Un)Fair and (Un)Reasonable lack of council provision of infrastructure/ re-charging facilities for BPV-taxis

The Edinburgh-black-taxi service is a public (transport) service.

Yet there is almost zero availability of (public) re-charging facilities for electric vehicles.

The council either needs to supply – at (considerable) public cost – such BPV charging infrastructure – by Dec 2018; OR extend the timescales for banning/ removing pre-Euro-6 compliant vehicles (as above)

(Un)Fair and (Un)Reasonable refusal/ absence of public consultation with user-groups: – ie OAPs and public-sector partners (eg NHS Scotland, British Medical Association, Scottish Ambulance Service, Age Concern, Help the Elderly, and other charitable bodies)

Other actions recommended for the council to take meanwhile in the interests of parity with other transport providers and (especially vulnerable) service-users (eg people with medical/ health conditions and mobility issues);

The council should actively and probatively demonstrate, that it has meaningfully consulted with the Taxi-Card scheme/ group users; (eliminating

50% of black-taxis overnight from Edinburgh by Dec 2018 will eliminate 50% of the supply of wheelchair-friendly and OAP-friendly vehicles).

Overnight removal of 50% of wheelchair-friendly Edinburgh black taxi-fleet would also impact adversely on the Scottish Ambulance Service (which is too often a tax-payer-funded taxi service) and limit or inhibit the frail, the elderly, and people with weight and mobility issues from exercising their right to NHS health-care (by not being able to hire a black-taxi for health/ medical appointments with GPs, specialists, and hospitals)

- Failure to do so will render the council liable to judicial review and/or appeal on both age and health-discrimination grounds under the Equality Act 2010.

(Un)Fair and (Un)Reasonable failure of Edinburgh council to consider other and/or interim road/traffic management measures to reduce diesel emissions and Air Quality Standards

These include:

- The failure to follow best practice – as in **England – where the National Institute of Clinical Excellence (NICE) has recommended the removal of anti-speed-humps** because of their impact in increasing vehicular particulate emissions.

The failure to actively (and probatively demonstrate) alternative traffic-management and road-management policies; eg to actively consider how to reduce (without compromising public safety) both the number, location and timings of traffic lights and traffic-light controlled pedestrian crossings

Ditto for the ineffective 20-mph near-universal speed limit; automotive engines perform most efficiently in the mid-rev range (ie in 4th/ top gear) at 30mph); They perform most-ineffectively at (near-constant) 2nd-gear at 20mph – thereby increasing vehicular particulate emissions.

Ditto for council measures / traffic constraints which *increase* vehicular particulate emissions by increasing congestion/ traffic-queueing.

So long as (much-more) vehicular particulate emitting vehicles (ie Lothian Buses and commercial trucks) are able to use low-emissions zones/ air-quality management areas, black-taxis should be permitted to do so as well on the grounds of fairness to all.

Alternative / interim technology solutions

In the 10-year period (to 2028) recommended here as being reasonable for the phasing-in of Euro-6-compliant (and wheel-chair friendly) black taxis, alternative and interim technological solutions should be permitted; eg

Reducing NOx emissions means adding extra technology. Small vans are able to use a simple NOx trap, while most larger van and pickup makers are choosing to use Selective Catalytic Reduction (SCR), which injects a reductant called AdBlue into the exhaust stream to neutralise the nasty NOx.

What is AdBlue?

AdBlue is the most recognised name for diesel exhaust fluid. Added to a special extra tank in compatible vehicles in a process that's as simple as topping up the windscreen washer jets, this fluid is used to break down NOx into less harmful nitrogen and water vapour. Prices vary, but AdBlue costs around £8-£20 a litre (buy in bulk to make it cheaper) and can be purchased from service stations, truckstops, dealerships and motorfactors like Halfords

- **Retro-fitting 2.5-litre petrol engines in Edinburgh-black-taxis**
- **Put emission converters on the exhaust.** So that the emissions are harmless.

(Un)Fair and (Un)Reasonable failure of Edinburgh council to fully consult/ flawed policy-formation

For example; -

Question 5 (in the council survey/ public consultation) Do you agree that the City of Edinburgh Council should consider setting minimum emissions standards for vehicles to improve air quality?

- 444 respondents (62%) agreed.

BUT THIS QUESTION REFERS ONLY TO (ALL) **VEHICLES' – and is irrelevant to, and meaningless, to 'taxis-only' as the survey is seriously deficient and inadequate / thereby unfair, discriminatory, anti-competitive if applied ONLY to taxis

The question of age-limits on black-taxis is irrelevant; either a vehicle meets the (current/ present) MoT rules required for its vehicle class, or it doesn't.

- 3.11 **Question 8:** If the maximum age of the vehicle is adopted as a limiting factor – at what age should that be set for existing licensed vehicles?
- **Respondents were given options of 3, 5, 7 or 10 years or to suggest another age limit and were given the opportunity to identify at what age that limit should be set.**
- *No clear view emerged in relation to this question.* (says the council)

BUT THIS IS A LIE; the clear majority is for a TEN YEAR age limit; see graph from Appendix, copied here;

Question 4: Do you agree that the City of Edinburgh Council should consider adopting a maximum/minimum age of licensed vehicle policy?

- 413 respondents (58%) disagreed. But EVEN MORE STRONGLY DISAGREED

Inconclusive evidence from Edinburgh council officials (that 20mph/speed humps reduce particulate vehicle emissions)

Copy of Internal Edinburgh Council Memo;

The City of Edinburgh Council – Road Safety & Active Travel

From: Eileen Hewitt

Sent: 09 August 2017 17:04

To: Terry Higgins

Cc: Simon Lievesley

Subject: 20mph - Emissions

Hi Terry

Studies have so far not conclusively proven either a positive or negative effect on emissions:

driving at 20mph causes some emissions to rise slightly and some to fall.

Research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph **may** help to improve traffic flow. **BUT COUNCIL DISENABLE KEN**

In addition, as a result of reduced acceleration and braking, 20mph **may** help to reduce fuel consumption and associated emissions.

Added by objector: but it may NOT

Proposed taxi age and emissions limits fail to meet the council's own stated 'measure/s of success'

Extract from Council Paper/ meeting of regulatory committee 24/10/17

4. Measures of success

4.1 That the standard of the licensed hire fleet is maintained at a level that is to be **expected** in the capital city, delivering improvements that:

- Improve air quality;
- reduce carbon emissions; **BUT DOES NOT SPECIFY BY HOW MUCH**
- contribute to meeting UK air quality objectives (AQO) and;
- provide safe and efficient transport options for residents and

The council fails to sufficiently define, specify and/or measure its own 'measures of success'; eg

It does not specify by how much it will '*reduce carbon emissions*' (by banning all pre-Euro-5 black taxis only) compared to private hire vehicles, commercial trucks and its own and other bus fleets

It does not provide any specification of how its own measure (of banning all pre-Euro-5 black taxis only) '*provides safe and efficient transport options for residents*'

Council has failed in its public duty to take impartial legal advice on the legality of its own proposals and has thereby exposed council-tax-payers to unnecessary and avoidable legal costs by:

- Not considering '*all strategic aims of the council*' and that '*taxi and private-hire licensing policy is consistent with these aims*' and by:
- Not quantifying the scale of the risk of legal action and costs.

Extract from Council Paper/ meeting of regulatory committee 24/10/17

Risk, policy, compliance and governance impact

6.1 The development of policy in respect of the licensing of taxis and private hire cars is part of the wider policy-making role for the Council. **It is essential that all strategic aims of the Council are considered** and that where appropriate **the taxi and private hire car licensing policy is consistent** with these aims.

6.2 **There is risk that any decision to amend or change existing licence conditions could be subject to legal challenge** and may be appealed to the Sheriff.

**

Appendix 6 - Summary of Local Authority Vehicle Age Limitations

Transport for London

London will introduce the world's first Ultra Low Emission Zone (ULEZ) in 2020.

- From 1 January 2018 all taxis licensed for the first time must be zero emission capable, while new diesel taxis will not be allowed in London.
- From 1 January 2023 all vehicles granted a private hire vehicle licence for the first time will be zero emission capable regardless of age. To achieve this
 - In advance of the ULEZ requirements, all private hire vehicles licensed for the first time between 1 January 2018 and 31 December 2019 must feature a Euro 6 petrol or diesel engine, or a Euro 4 petrol-hybrid engine.
 - From 1 January 2020 all new private hire vehicles – defined as those under 18 months old – when licensed for the first time will have to have to be zero emission capable.
 - Older private hire vehicles – those over 18 months old – will need to feature a Euro 6 engine when licensed for the first time between 1 January 2010 and 31 December 2022. They will also need to be zero emission capable from 2023.

Birmingham City Council

- New Hackney carriage licences will only be granted in respect of brand new vehicles.
- Hackney carriage vehicle licences may only be transferred to another vehicle that is younger/newer than the age of the vehicle currently licensed.
- PHV licences will only be granted in respect of vehicles which are less than 8 years old.

This policy is subject to review. The UK Government was taken to court by the environmental pressure group called Client Earth. The Supreme Court ruled that the government's plans to improve air quality were inadequate. Birmingham, together with other English cities, has been told by the Government that it must introduce Clean Air Zones (CAZ) to improve air quality in the city centre by 2020. Birmingham is aiming to have a CAZ in place by 2019 and recently conducted a consultation seeking views on proposals to introduce emission standards for licensed vehicles.

Aberdeen City Council

- Accessible taxi vehicles must be 10 years old or less at first licensing and at substitution. All other taxi vehicles must be 5 years old or less at substitution.
- Private hire car vehicles must be 5 years old or less at first licensing and at substitution.
- There will be a general exemption from the age limit for any vehicle presented as a private hire car at first licensing prior to 6 June 2018 which, immediately prior to the date of application, operated as a licensed taxi vehicle in the city of Aberdeen. (Note – this exemption is to assist with the transition of hire cars to wheelchair accessible vehicles).

Dundee City Council

- Applicable from 1 September 2016 all new licences granted for taxis and PHCs will have a condition that only an electric vehicle from an approved list of vehicles can be placed on service and any subsequent replacement vehicle must also be from the approved list of electric vehicles.
- Applicants operating as airport transfer ONLY vehicles may apply for a variation to dis-apply the electric vehicle condition.

Glasgow City Council

- No taxi licence will be issued in respect of vehicles whose first date of registration was greater than 5 years before the date on which the vehicle details for an application for a licence or substitution of a vehicle were declared unless that vehicle had been licensed by the Council within the previous 12 months.
- PHCs must be not more than 5 years old from the date of first registration when first licensed by the licensing authority with the further restriction that when the vehicle is 7 years old from the date of first registration it must be taken out of service and replaced.

West Lothian Council

- There is no age limitation in respect of taxis or PHCs.
- Since 23 November 2009 all PHCs must have a maximum CO2 emission level of 150 g/km for diesel vehicles or a maximum CO2 emission level of 165 g/km for petrol vehicles (with the exception of tail lift vehicles which must have a maximum CO2 emission level of 225 g/km for diesel or petrol vehicles).

Appendix 7 - Emission Standards

EU emission standards are summarized in the following tables. All dates listed in the tables refer to new type approvals. The EC Directives also specify a second date—one year later, unless indicated otherwise—which applies to first registration (entry into service) of existing, previously type-approved vehicle models.

Table 1 EU emission standards for passenger cars (Category M ₁ *)							
Stage	Date	CO	HC	HC+NO _x	NO _x	PM	PN
		g/km					#/km
Positive Ignition (Gasoline)							
Euro 1 †	1992.07	2.72 (3.16)	–	0.97 (1.13)	–	–	–
Euro 2	1996.01	2.2	–	0.5	–	–	–
Euro 3	2000.01	2.30	0.20	–	0.15	–	–
Euro 4	2005.01	1.0	0.10	–	0.08	–	–
Euro 5	2009.09 ^b	1.0	0.10 ^d	–	0.06	0.005 ^{e,f}	–
Euro 6	2014.09	1.0	0.10 ^d	–	0.06	0.005 ^{e,f}	6.0×10 ¹¹ e,g
Compression Ignition (Diesel)							
Euro 1 †	1992.07	2.72 (3.16)	–	0.97 (1.13)	–	0.14 (0.18)	–
Euro 2, IDI	1996.01	1.0	–	0.7	–	0.08	–
Euro 2, DI	1996.01 ^a	1.0	–	0.9	–	0.10	–
Euro 3	2000.01	0.64	–	0.56	0.50	0.05	–
Euro 4	2005.01	0.50	–	0.30	0.25	0.025	–
Euro 5a	2009.09 ^b	0.50	–	0.23	0.18	0.005 ^f	–
Euro 5b	2011.09 ^c	0.50	–	0.23	0.18	0.005 ^f	6.0×10 ¹¹
Euro 6	2014.09	0.50	–	0.17	0.08	0.005 ^f	6.0×10 ¹¹

* At the Euro 1..4 stages, passenger vehicles > 2,500 kg were type approved as Category N₁ vehicles

† Values in brackets are conformity of production (COP) limits

a. until 1999.09.30 (after that date DI engines must meet the IDI limits)

b. 2011.01 for all models

c. 2013.01 for all models

d. and NMHC = 0.068 g/km

e. applicable only to vehicles using DI engines

f. 0.0045 g/km using the PMP measurement procedure

g. 6.0×10^{12} 1/km within first three years from Euro 6 effective dates

Table 2
EU emission standards for light commercial vehicles

Category†	Stage	Date	CO	HC	HC+NOx	NOx	PM	PN
			<i>g/km</i>					
Positive Ignition (Gasoline)								
N ₁ , Class I ≤1305 kg	Euro 1	1994.10	2.72	–	0.97	–	–	–
	Euro 2	1998.01	2.2	–	0.50	–	–	–
	Euro 3	2000.01	2.3	0.20	–	0.15	–	–
	Euro 4	2005.01	1.0	0.10	–	0.08	–	–
	Euro 5	2009.09 ^b	1.0	0.10 ^g	–	0.06	0.005 ^{e,f}	–
	Euro 6	2014.09	1.0	0.10 ^g	–	0.06	0.005 ^{e,f}	6.0×10^{11} e,j

Compression Ignition (Diesel)								
N ₁ , Class I ≤1305 kg	Euro 1	1994.10	2.72	–	0.97	–	0.14	–
	Euro 2 IDI	1998.01	1.0	–	0.70	–	0.08	–
	Euro 2 DI	1998.01 ^a	1.0	–	0.90	–	0.10	–
	Euro 3	2000.01	0.64	–	0.56	0.50	0.05	–
	Euro 4	2005.01	0.50	–	0.30	0.25	0.025	–
	Euro 5a	2009.09 ^b	0.50	–	0.23	0.18	0.005 ^f	–

	Euro 5b	2011.09 ^d	0.50	–	0.23	0.18	0.005 ^f	6.0×10 ¹¹
	Euro 6	2014.09	0.50	–	0.17	0.08	0.005 ^f	6.0×10 ¹¹

† For Euro 1/2 the Category N₁ reference mass classes were Class I ≤ 1250 kg, Class II 1250–1700 kg, Class III > 1700 kg

a. until 1999.09.30 (after that date DI engines must meet the IDI limits)

b. 2011.01 for all models

c. 2012.01 for all models

d. 2013.01 for all models

e. applicable only to vehicles using DI engines

f. 0.0045 g/km using the PMP measurement procedure

g. and NMHC = 0.068 g/km

h. and NMHC = 0.090 g/km

i. and NMHC = 0.108 g/km

j. 6.0×10¹² 1/km within first three years from Euro 6 effective dates

Appendix 8 – Licensing Conditions

Current Taxi Conditions

256. Licensed Vehicles in Edinburgh must be a motor vehicle of a type or model which holds a valid European Whole Vehicle Type Approval as an M1 vehicle, is purpose built for use as a Licensed Vehicle and must comply in all respects with the requirements of any Acts and Regulations relating to motor vehicles.
257. All Licensed Vehicles in Edinburgh must be readily wheelchair accessible

Proposed Taxi Conditions

256. Licensed Vehicles in Edinburgh must be a motor vehicle of a type or model which holds a valid European Whole Vehicle Type Approval as an M1 vehicle, is purpose built for use as a Licensed Vehicle and must comply in all respects with the requirements of any Acts and Regulations relating to motor vehicles. In addition all vehicles licensed as taxis shall:-
- be less than 11 years old from the date of first registration. (Vehicles shall be taken out of service and replaced when they become 11 years old/ 10 years old from the date of first registration respectively.)
 - No vehicle of Euro 1-4 standard shall be accepted for test after 31 March 2019 and cannot be operated after 31st March 2020
 - No vehicle of Euro 5 standard shall be accepted for test after 31 March 2021 and cannot be operated after 31st March 2022
 - Any existing vehicle licenced by CEC can be adapted to Euro 6 or converted to LPG if it is assessed as safe by the Taxi Examiners and is accompanied by a approval certificate obtained from VOSA. After such conversion the vehicle may continue to be operate for a period of 4 years from the date of conversion.
 - From 1 April 2018 a vehicle not previously registered with the City of Edinburgh Council will only be accepted for licensing as a taxi if it is a Euro 6 vehicle.
257. All Licensed Vehicles in Edinburgh must be readily wheelchair accessible.

Current PHC Conditions

303. Licensed Vehicles in Edinburgh must be a motor vehicle of a type or model which holds a valid European Community Whole Vehicle Type Approval, and must comply in all respects with the requirements of any Acts and Regulations relating to motor vehicles, in force at the time of licensing.

Proposed PHC Conditions

303. Licensed Vehicles in Edinburgh must be a motor vehicle of a type or model which holds a valid European Community Whole Vehicle Type Approval, and must comply

in all respects with the requirements of any Acts and Regulations relating to motor vehicles, in force at the time of licensing. In addition all vehicles licensed as PHC's shall:-

- be less than 11 years old from the date of first registration. (Vehicles shall be taken out of service and replaced when they become 11 years old/ 10 years old from the date of first registration respectively.)
- No vehicle of Euro 1-4 standard shall be accepted for test after 31 March 2019 and cannot be operated after 31st March 2020
- No vehicle of Euro 5 standard shall be accepted for test after 31 March 2021 and cannot be operated after 31st March 2022
- Any existing vehicle licenced by CEC can be adapted to Euro 6 or converted to LPG if it is assessed as safe by the Taxi Examiners and is accompanied by a approval certificate obtained from VOSA. After such conversion the vehicle may continue to be operate for a period of 4 years from the date of conversion.
- From 1 April 2018 a vehicle not previously registered with the City of Edinburgh Council will only be accepted for licensing as a PHC if it is a Euro 6 vehicle.