

Notice of meeting and agenda

Additional Transport and Environment Committee

3.00pm, Wednesday 20 June 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.

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Transport and Environment Committee 17 May 2018 (to follow) – submitted for approval as a correct record

5. Forward Planning

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

6. Business Bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 City Centre West to East Cycle Link and Street Improvements Project – Section 1 (Roseburn Place/Murrayfield Avenue to Rosebery Crescent/Morrison Street) – Objections to Traffic Regulation Order and Redetermination Order – report by the Executive Director of Place (circulated)
- 7.2 Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006 – report by the Executive Director of Place (circulated)
- 7.3 Roads Capital Investment Programme – Update – report by the Executive Director of Place (circulated)
- 7.4 Seafeld Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update – report by the Executive Director of Place (circulated)
- 7.5 Flooding in Inverleith Park – report by the Executive Director of Place (circulated)
- 7.6 Saughton Park and Gardens Restoration – report by the Executive Director of Place (circulated)
- 7.7 Accounts Commission - Local Government in Scotland - Challenges and Performance 2018 – referral from the Governance, Risk and Best Value Committee (circulated)

8. Routine decisions

8.1 None

9. Motions

9.1 Motion by the Coalition –Traffic Management in Granton Square

“Committee:

Notes the traffic management issues in Granton Square as a result of the increase in access points to the square brought about by the developments in the area.

Notes residents’ concerns that the current traffic management system is not fit for purpose and is potentially unsafe.

Notes that work is currently taking place to identify measures to remedy the problems and asks the Director of Place to report to the Transport and Environment Committee on 9 August detailing progress made in identifying a solution.”

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.

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Transport and Environment Committee

10.00am, Thursday 17 May 2018

Present

Councillors Macinnes (Convener), Doran (Vice-Convener) (items 1 to 7), Arthur, Booth, Bruce, Burgess, Kate Campbell (substituting for Councillor Bird), Cook, Day (substituting for Councillor Doran, items 8 onwards), Douglas, Gloyer, Howie (substituting for Councillor Key, item 3 onwards), Key (items 1 and 2).

1. Edinburgh Playing Out Pilot Evaluation

1.1 Deputation

The Committee agreed to hear a deputation from Ms Louise Drumm and Bernard Hinchcliffe-Drumm on behalf of Edinburgh Playing Out in relation to the report by the Executive Director for Place on the Playing Out scheme pilot.

The deputation highlighted the following:

- the positive impact the Playing Out scheme had for bringing communities together and encouraging people to socialise with their neighbours.
- the benefits the scheme had for children who did not need to worry about traffic when they were playing outside.
- the hard work of officers who had listened to residents and facilitated the pilot scheme.

The deputation requested the Committee considered the following:

- to lend flexibility with regards to the deadlines for submission of applications to hold Playing Out events.
- the importance of ensuring the scheme and information on how to participate was more widely publicised to encourage more events.
- to allow communities to hold two events per year rather than one.
- supporting the report and adopting the scheme as Council policy.

The Convener thanked the deputation and invited them to remain for Committee's consideration of the report by the Executive Director of Place.

1.2 Report by the Executive Director of Place

At its meeting of 7 June 2016, the Committee agreed that a Playing Out pilot should be undertaken from April to August 2017. The pilot and a consultation exercise had been completed. The Playing Out scheme enabled residents to hold play sessions in the community using short-term, resident-led road closures on a regular basis. The Committee was asked to consider adopting Playing Out as Council policy.

Decision

- 1) To note that the results of the evaluation had been largely positive.
- 2) To agree to implement Playing Out as Council policy.
- 3) To note that Locality teams would continue to be responsible for managing and facilitating Playing Out.
- 4) To note that further work would be required to improve the guidelines.
- 5) To note that a review would take place every three years to assess costs of Playing Out and alignment with wider Council priorities.

(References – Transport and Environment Committee, 7 June 2016 (item 6); report by the Executive Director of Place, submitted)

2. 'A' Boards and Other Temporary On-street Advertising Structures

2.1 Deputation

The Committee agreed to hear a deputation from Mr Justin Davis and Mr Niall Patterson on behalf of Edinburgh Pub Crawl in relation to the report by the Executive Director for Place on temporary on-street advertising structures.

The deputation highlighted the following:

- walking tours were a benefit to Edinburgh and were a low-cost, zero-carbon way for tourists to explore the city while providing custom to local businesses.
- walking tours were unique as they had no set location and therefore relied on street advertising to signpost potential customers to the start point and to attract passing trade.
- the alternative methods of advertising which could be introduced including shared advertising boards and the lessons which could be learned from cities where similar policies were in place.
- that new companies should follow the same rules as established businesses to ensure fairness.

The deputation requested that should the policy be adopted, the Committee agreed that mitigating steps should be taken prior to the policy coming into effect to ensure there was not a negative impact on businesses.

The Convener thanked the deputation and invited them to remain for Committee's consideration of the report by the Executive Director of Place.

2.2 Contribution from Ward Councillor

Councillor Howie spoke to the Committee as a Ward Councillor and the Council's Equalities Champion and made the following points:

- Edinburgh was a busy city year-round and it was often difficult for people with disabilities or impairments to navigate around the various obstacles on the street;
- the importance of ensuring that people did not feel excluded from the city centre due to concerns about being unable to avoid obstacles; and
- temporary fixtures such as advertising boards, roadwork signage which did not have a fixed location meant disabled people could not predict where obstacles would be, adding to the difficulty of navigating busy streets.

2.3 Report by the Executive Director of Place

Committee considered a report advising that following a decision of the Committee on 21 March 2017, a consultation exercise had been undertaken on temporary on-street advertising structures. It was proposed that a city-wide ban on all forms of these structures was implemented.

Decision

- 1) To note the findings of the consultation and engagement exercise.
- 2) To approve 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.
- 3) To request that a review was undertaken 12 months after implementation of the restrictions, including mitigation for businesses and organisations in general.
- 4) To agree to receive an update in the Business Bulletin presented to the committee in August 2018 detailing possible business support methods to help mitigate the effect of the policy on businesses and the impact this would have on walking tours in particular.

(References – Transport and Environment Committee, 21 March 2017 (item 12); report by the Executive Director of Place, submitted)

3. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 9 March 2018 as a correct record.

4. Transport and Environment Committee Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for the period from 17 May 2018 to 9 August 2018 was presented.

Decision

To note the Key Decisions Forward Plan.

(Reference – Key Decisions Forward Plan, submitted.)

5. Transport and Environment Committee Rolling Actions Log

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

Decision

- 1) To approve the closure of actions 2, 5, 13, 22, 25 (action 1), 26, 31, 32, 33, 36, 38 (action 2), 41, 43, 48 and 50.
- 2) To agree that action 21 (action 1) would be followed up as an open action in the relevant locality committee rolling actions log.
- 3) To agree that the report requested in action 35 would be presented to the committee in August 2018, rather than as a business bulletin update.
- 4) To otherwise note the outstanding actions.
- 5) To agree that an updated rolling actions log would be submitted to the additional meeting of the committee in June 2018.

(Reference – Rolling Actions Log, submitted.)

6. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for 17 May 2018 was presented.

Decision

- 1) To agree that the timeline for Local Transport Strategy would be circulated to the Committee.
- 2) 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.

7. Petition for consideration - Improving Parking in the Leith Central Area (LCA)

A petition had been received which called for a solution to be identified to improve parking for residents of the Leith Central Area. The petitioners, Sheila Kennedy, Iona McLeod and Charlotte Encombe and Ward Councillor Susan Rae attended the meeting to speak on behalf of the petition.

The points raised included:

- the residents in the Leith Central area were concerned by the increasing pressure on parking and safe access to homes in the area by residents, council services and businesses.

- the close proximity to the city centre and the free parking in the area meant commuters were parking in residential streets and walking into the city centre, meaning residents often had to park far from their homes.
- residents believed that the council should engage as a matter of urgency with the community on developing and implementing a package of measures which reduced that pressure by giving parking priority to residents within the Shandon area and ensuring clear access for emergency vehicles.

Decision

- 1) To agree that officers would discuss the issues raised with the petitioners and investigate short-term solutions.
- 2) To note that a report addressing the issues on a city-wide basis that would also address local parking issues would be presented to the committee in August 2018.

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

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

A report was presented which provided progress updates on key elements of the Parking Action Plan and indications of timescales for changes to parking permits and restrictions to be introduced. The outcome of a consultation on the potential introduction of a permit surcharge for diesel vehicles which had been completed was also included.

Motion

- 1) To note the results of the diesel surcharge consultation.
- 2) To note that the proposal 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.
- 3) To approve the residents permits proposals, as detailed in Appendix 1 of the report by the Executive Director of Place, to introduce a revised pricing structure and to apply future permit price increases.
- 4) To approve the proposals for other permit types, as detailed in Appendix 2 of the report, to introduce a revised pricing structure and to apply future permit price increases.
- 5) To approve the commencement of the legal process to implement the revised pricing structures, including the methodologies detailed for applying future permit price increases.
- 6) To approve the commencement of the legal process to make the additional changes to the Controlled Parking Zones as detailed in Appendix 4 of the report.

- 7) To note that the legal process to introduce Sunday parking restrictions and to roll out shared use parking and visitor permits was to commence in June 2018.
- moved by Councillor Macinnes, seconded by Councillor Day

Amendment

- 1) To instruct officers to bring back revised proposals for the proposed seven band pricing structure in one cycle that limited annual increases across all bands to RPI only, rejecting the RPI+ pricing model proposed in the report.
 - 2) To reject the inequitable additional 8.5% price increase for central zone permit holders that arose from the introduction of Sunday parking charging and to agree to halt progress on implementation of pay and display charges on Sundays.
 - 3) To note the results of the diesel surcharge consultation, which show a firm majority against its introduction.
 - 4) To recognise the need to incentivise purchase of greener vehicles and to agree to defer decision on the implementation of a diesel surcharge until 12 months after introduction of the revised permit pricing structure, thus allowing the environmental impact of the new pricing structure to be meaningfully considered, prior to introduction of any financial penalties for diesel vehicle owners.
- moved by Councillor Cook, seconded by Councillor Douglas

Voting

For the motion - 7 votes
For the amendment - 4 votes

(For the motion – Councillors Arthur, Booth, Burgess, Kate Campbell, Day, Howie and Macinnes.

For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

Decision

To approve the motion by Councillor Macinnes.

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

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

At its meeting on 10 August 2017, the Committee considered a petition to create a park and ride site at Lothianburn in an effort to reduce congestion and pollution on the A702. A consultation and engagement exercise had been undertaken and the outcome was presented to the Committee in a report which also outlined the key issues to consider prior to a decision being taken on the proposal.

Councillor Ross spoke to the Committee as a Ward Councillor and expressed disappointment that the report recommended not to progress with developing a park and ride at the site as he felt the local communities would benefit from this. Councillor

Ross agreed with residents that a park and ride would alleviate some of the parking pressures in the area, improve congestion and reduce pollution.

Decision

- 1) To note the petition which was considered on 10 August 2017 and that officers had progressed the actions requested.
- 2) To note the findings and conclusions from the consultation and engagement undertaken.
- 3) To agree not to progress with the development of a park and ride site at Lothianburn at this time, but to note that this would not limit the opportunity to develop the site in the future should it be required.
- 4) To note that there would be no further work on the development of a Lothianburn park and ride site at this time.
- 5) To agree 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.

(References – Transport and Environment Committee, 10 August 2017 (item 9); report by the Executive Director of Place, submitted.)

10. Central Edinburgh Transformation – Progress Report

A presentation was delivered by Daisy Narayanan on the progress to date and some of the key issues for consideration of the Central Edinburgh Transformation project.

A report was also presented which set out the project governance arrangements, progress on developing a strategy, the alignment of the Council's existing investment with the project, and a communications and engagement plan.

A final report was due to be presented to the Committee in March 2019.

Decision

- 1) To note the project governance arrangements and the progress made in developing the Central Edinburgh Transformation programme.
- 2) To approve the draft vision and objectives which would guide the subsequent project delivery.
- 3) To approve the revised project programme and draft Communications and Engagement Plan set out in Appendices 1 and 3 of the report by the Executive Director of Place respectively.

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

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

At its meeting on 7 December 2017, a report was requested which outlined how design teams promoted the delivery of high-quality active travel and public transport infrastructure to facilitate modal shift from car to sustainable modes. The report

presented addressed the request by providing an update on the progress made toward achieving this aim, as well as information on the internal consultation which took place within the Council during the design stages, and actions previously taken to promote active travel and public transport.

Decision

- 1) To note the report.
- 2) To note that paragraph 3.5 of the report referred to cycle weighting but did not specify which roads were given this weighting or under what criteria and therefore to agree to receive a further update providing this information within one cycle.
- 3) To note that paragraph 3.15 of the report referred to good stakeholder liaison but did not provide any details on how this would be achieved, and therefore to agree to receive a further update providing this information within one cycle.
- 4) To further note that throughout the majority of the Street Design Guidance the 'Transport Mode Hierarchy' was respected – in other words guidance was that streets should generally be designed with top priority given to pedestrians, second priority to cyclists, third priority to public transport users, and so on.
- 5) To agree that while good stakeholder engagement on street design and street renewals was important, the initial proposals should in any case normally respect the transport mode hierarchy unless exceptional local circumstances require otherwise, and should comply with the Council's Street Design Guidance, and promote active travel.

(References – Transport and Environment Committee, 7 December 2017 (item 6); report by the Executive Director of Place, submitted.)

12. Decriminalised Traffic and Parking Enforcement in Edinburgh

Following a request by Councillor Key at the meeting of the Committee on 10 August 2017, a report was considered which outlined the types of parking restrictions which were in place, the Council's responsibilities in relation to Decriminalised Parking Enforcement and the measures which could be put in place to tackle parking which contravened restrictions.

Motion

- 1) To note the report.
- 2) To note that specific measures to improve parking in Edinburgh were included in the Parking Action Plan (PAP), which was also being presented to the Committee for consideration on 17 May 2018.
- 3) To note the very significant public anger at what was perceived to be a lack of enforcement in key areas of the city, including, but not limited to, Leith Walk, the High Street and the Grassmarket.

- 4) To note nonetheless the hard work and dedication of the parking attendants employed on the council's behalf, that they did an excellent job under difficult circumstances and to thank them for their service.
- 5) To note that the KPIs for the Council's parking enforcement contractor were agreed in September each year and to agree that a meeting would be held each year sufficiently in advance of those KPIs being signed off for the following year, at which the transport spokesperson for each political group would be invited to attend, to brief councillors on the progress made to improve parking enforcement in the preceding year and to discuss any possible changes to the KPIs for the parking enforcement contractor in the following year.
- 6) To note that a Transport Bill would be introduced to the Scottish Parliament soon which would contain measures aimed to address the problem of pavement parking, but notes nonetheless that the price of a Penalty Charge Notice (PCN) has remained static since 2001.
- 7) To note the Council did not currently have the powers to vary the price of a PCN and to agree that the Convener would make representations to the Scottish Government on devolving the power to set the rate of PCNs to Scottish Local Authorities.
- 7) To agree nonetheless that there were significant existing powers that could be used to tackle the problem of pavement parking, not least the installation of physical barriers such as Sheffield racks at the edge of footways which also provided cycle parking, as undertaken by Wandsworth Council and others, and to agree that similar measures should be introduced in Edinburgh.
- 8) To agree to receive a further report within two cycles examining the issue of parking enforcement in more detail, and specifically outlining options to address the following issues:
 - a) that members of the public would like a quick, real-time method to report parking violations that could swiftly be passed to parking attendants for possible enforcement action, should they be in the area;
 - b) that while Council policy was currently to give those parking in contravention of the rules a 'grace period' of 5 minutes for cars and 10 minutes for commercial vehicles, nonetheless to examine whether this grace period was appropriate in all circumstances and specifically to examine whether the grace period could be shortened in areas of persistent parking violations;
 - c) that, where there were no valid lines and signs, the parking enforcement contractor could not operate, and therefore reviewing the timetable for installing new lines and signs when they were required; and
 - d) that while some drivers regarded the cost of a parking ticket as a reasonable price to pay for the ability to park in the city centre, the majority did not want their vehicle to be towed, and therefore to agree to

consider increasing the capacity to tow vehicles to the pound, and tightening the rules which allowed this to be done.

- 9) To discharge the motion by Councillor Key.
 - moved by Councillor Booth, seconded by Councillor Burgess

Amendment

- 1) To note the report.
- 2) To note that specific measures to improve parking in Edinburgh were included in the Parking Action Plan (PAP), which was also being presented to the Committee for consideration on 17 May 2018.
- 3) To discharge the motion by Councillor Key.
 - moved by Councillor Cook, seconded by Councillor Douglas

Voting

For the motion - 7 votes
For the amendment - 4 votes

(For the motion – Councillors Arthur, Booth, Burgess, Kate Campbell, Day, Howie and Macinnes.

For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

Decision

To approve the motion by Councillor Booth.

(References – Transport and Environment Committee, 10 August 2017 (item 7); report by the Executive Director of Place, submitted.)

13. Reconstruction of Leith Street – Objections to Traffic Regulation Order (TRO) and Redetermination Order (RSO)

The Committee considered Traffic Regulation Order (TRO) and Redetermination Order (RSO) proposals as part of the reconstruction of Leith Street. 61 objections had been received which were detailed in the report alongside the Council's responses to these objections.

Councillor Miller spoke to the Committee as a Ward Councillor and requested that the Committee consider carefully whether to set aside the objections as they highlighted a number of problems with the proposed design. These included insufficient pavement widths, the likelihood of congestion once the new St. James' development was completed, and the conflict between cyclists and pedestrians which could occur through the use of shared space. Councillor Miller requested that the proposed design was revisited taking the objections received into consideration.

Motion

- 1) To note the representations received to the advertised TRO and RSO and the Council's comments in response contained in Appendix A of the report.

- 2) To agree to amend the TRO to allow an exception to the proposed left turn from Leith Street into Waterloo Place which would permit cyclists to turn left.
 - 3) To agree to set aside the representations to the TRO and to make the remainder of the Order as advertised.
 - 4) As required by legislation, to instruct the Executive Director of Place to refer the representations to the Redetermination Order to Scottish Ministers for consideration.
 - 5) To agree to undertake traffic monitoring of these changes and report back to committee 6 months after opening, via the business bulletin.
- moved by Councillor Macinnes, seconded by Councillor Day

Amendment

- 1) To note the representations received to the advertised TRO and RSO and the Council's comments in response contained in Appendix A of the report by the Executive Director of Place.
- 2) To note that Leith Street had the highest concentrations of nitrogen dioxide in Edinburgh with an Annual Mean Concentration of 59 µg/m³, which was well in excess of the legal limit of 40 µg/m³ and the connecting North Bridge had the fifth highest, and that this made a powerful case for substantial traffic reduction, segregated cycle routes and wider footways in Leith Street and in the whole North Bridge to Leith Walk corridor.
- 3) To note that the proposed 'segregated cycle way' did not extend any further south than the junction with Calton Road, and therefore formed incomplete and potentially dangerous cycle infrastructure, and that there was no provision whatsoever for northbound cyclists on the southern section of Leith Street.
- 4) To note that the redetermination order included some areas of 'shared space' between cyclists and pedestrians, which was likely to lead to conflict between users.
- 5) To note that both Living Streets and the Edinburgh Access Panel had expressed concerns about the proposals in terms of their impact on pedestrians and disabled people.
- 6) To note that objections to the TRO and RSO included objections from Spokes, Living Streets and other key stakeholders.
- 7) To note that the proposals did not comply with the Council's own street design guidance, including an absolute minimum footway width at the east kerb line at the junction with Waterloo Place, and the south kerb line at Greenside Row.
- 8) To note that the proposals were inconsistent with the aims of the forthcoming Edinburgh City Centre Transformation project, which aimed to make the city centre a safer and more pleasant place for those travelling on foot or by bicycle.

- 9) To therefore agree not to set aside the representations received to the TRO, but rather to arrange a meeting between the developer, Council and key objectors; to amend the proposals in order to try to accommodate their concerns; and to present a further report to the committee within one cycle with recommendations that complied with the Council's Street Design Guidance and were consistent with the aims of the City Centre Transformation Project.
- 10) To agree to defer taking a decision on the redetermination order until the report requested above was presented to the committee.
 - moved by Councillor Booth, seconded by Councillor Burgess.

Voting

For the motion - 8 votes

For the amendment - 3 votes

(For the motion – Councillors Bruce, Kate Campbell, Cook, Day, Douglas, Gloyer, Howie and Macinnes.

For the amendment – Councillors Arthur, Booth and Burgess.)

Decision

To approve the motion by Councillor Macinnes.

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

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

The Committee considered a Traffic Regulation Order (TRO) proposal to introduce parking controls in the Dumbiedykes and Pleasance Areas. Two objections had been received which were detailed in the report.

Decision

- 1) To set aside the objections received.
- 2) To make the Traffic Regulation Order as advertised.

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

15. Developing Low Emission Zones in Edinburgh

Work had been undertaken in partnership with the Scottish Government and other Scottish Local Authorities to explore implementation of Low Emission Zones (LEZs) to help reduce carbon emissions and improve air quality. A report was presented which set out a comprehensive approach to the development of LEZs and provided information on the impact of poor air quality on public health and the objectives and options for LEZs in Edinburgh.

Decision

- 1) To agree a comprehensive approach to LEZs as a step towards protecting Edinburgh's citizens from the harms of poor air quality.

- 2) To reaffirm the Council's commitment to explore the development of LEZs, 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.
- 3) To note the options under consideration for Edinburgh's LEZs were based on combinations of geographical and vehicle-type restrictions, and proposals brought to committee for consideration would include, amongst other options, the opportunity to pursue a city-wide LEZ with a city centre ultra-low emission zone (ULEZ).
- 4) To agree that a phase of stakeholder engagement would be undertaken to test and inform the impact of implementing low emission zones in Edinburgh, that this stakeholder engagement should be extensive and meaningful, and include engagement with a number of groups, including but not limited to bus operators, business groups and communities and businesses within the city centre.
- 5) To note that a further report on progress to develop LEZs would be presented to the committee on 9 August 2018 which would also identify a mechanism to allow for the periodic review of the effectiveness and potential variation of standards of the LEZ/ULEZ.
- 6) To agree that a report would be presented to the committee in August 2018 on private sector engagement regarding LEZs and to refer the report after it has been considered by the Transport and Environment Committee to the Housing and Economy Committee for consideration.

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

16. Urban Gull Control Options

A motion by Councillor Cook seeking a report on the actions which could be taken to control gulls in Edinburgh was approved by the Committee on 7 December 2017. A report was presented which addressed this request by providing information on the actions of other local authorities and potential options which could be put in place.

Decision

- 1) To note the report.
- 2) To refer the report to the Planning Committee to allow consideration to be given to roof structure on new builds and refurbishments to minimise their attraction to nesting gulls.
- 3) To refer the report to the South East Locality Committee for noting of a fresh Gull Control Pilot scheme which could be used to inform a possible future city-wide strategy for tackling Urban Gulls.

(Reference – Transport and Environment Committee, 7 December 2017 (item 4); report by the Executive Director of Place, submitted.)

17. Winter Maintenance Review

A review of winter maintenance operations for winter 2017 to 2018 was presented, including information on the development of a Winter Maintenance Plan. It was proposed that a further report on the implementation of the Plan would be presented to the Committee in August 2018.

Motion

- 1) To note the report and the development of the Winter Maintenance Improvement Plan.
- 2) To approve the review concept for prioritisation of pavements, cycleways, roads and grit bins.
- 3) To agree to receive an update report on the implementation of the improvement plan, with possible service options, in August 2018.
 - moved by Councillor Macinnes, seconded by Councillor Day.

Amendment

- 1) To approve the review concept for prioritisation of pavements, cycleways, roads and grit bins and remits to the Locality Committees the decisions on which pavements, cycleways and roads to categorise as Priority 2 and 3 and where to site grit bins, within the respective Locality.
- 2) To agree that the committee and Locality Committees would receive an update report on the implementation of the improvement plan, with possible service options, in August 2018.
- 3) To amend the first sentence of paragraph 3.25 of the report to read: "Locality Offices will carry out a review of grit bins during the summer, and report to the respective Locality Committee on proposals for implementing the following in that Locality."
 - moved by Councillor Gloyer, seconded by Councillor Cook

Voting

For the motion	-	7 votes
For the amendment	-	4 votes

(For the motion – Councillors Arthur, Booth, Burgess, Kate Campbell, Day, Howie and Macinnes.

For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

Decision

To approve the motion by Councillor Macinnes.

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

18. Waste and Cleansing Policies Assurance Statement

Each Council directorate were required to review policies on an annual basis to ensure they remained current, relevant and fit for purpose. The current Waste and Cleansing Policies which had been reviewed were set out in a report.

Decision

- 1) To note that the current policies detailed in Appendix 2 of the report had been reviewed and were considered as being current, relevant and fit for purpose.
- 2) To approve the draft litter bin siting policy set out in Appendix 3 of the report, which would be a temporary working document for use until the potential development of a national template for these policies by Keep Scotland Beautiful.
- 3) To approve the draft policy set out in Appendix 4 of the report 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.

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

19. Appointment of Auditor to Lothian Buses

The Committee was required to approve the appointment of an auditor to Lothian Buses Limited on an annual basis.

Decision

To approve the appointment of Scott Moncrieff as the auditors of Lothian Buses Limited on 28 June 2018.

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

20. Implementing the Programme for the Capital: Coalition Commitments

A report was presented which included the final set of indicators which would be used to monitor progress made against the 52 Coalition Commitments which had been agreed by the Council.

Decision

To note the set of indicators set out in Appendix 1 of the report by the Executive Director of Place.

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

21. Tourism and Communities Working Group – referral from the Culture and Communities Committee

On 20 March 2018, the Culture and Communities Committee considered a report on a proposal to establish a Tourism and Communities Working Group 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 Committee was asked to nominate two representatives to the Working Group.

Decision

To appoint Councillors Bird and Key to the Tourism and Communities Working Group.

(References – Culture and Communities Committee, 16 March 2018 (item 9); referral report by the Culture and Communities Committee, submitted.)

22. Age Limitations and Emissions Standards for Taxis and Private Hire Cars – referral from the Regulatory Committee

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 policy for Taxis and Private Hire Cars licensed by the City of Edinburgh Council.

The report was referred to the Transport and Environment Committee for noting.

Decision

To note the report.

(References – Regulatory Committee, 16 March 2018 (item 2); referral report by the Regulatory Committee, submitted.)

23. Motion by Councillor Macinnes – Corstorphine Parking

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 early consideration to this matter.

The following motion by Councillor Macinnes was submitted in terms of Standing Order 16:

“Asks the Transport and Environment Committee to note:

- That there have been ongoing problems of excessive commuter and holiday parking in Corstorphine;
- a parking investigation was initiated in Spring 2016, following representation from residents and local elected members;
- a parking survey was conducted, resulting in a draft report with recommendations being sent to ward councillors in October 2017;
- that a new Council protocol relating to requests for priority parking schemes was introduced in August 2017 and that this has encouraged officers to examine a more strategic, city-wide approach to considering the key issue of likely displacement of parking issues;

- the need to assess support of residents and Corstorphine Community Council for the introduction of priority parking;

and asks officers to proceed to the next stage of the process begun in 2016 by issuing a residents' survey before the summer recess, with results expected to come forward to the August TEC with recommendations for next steps."

- moved by Councillor Macinnes, seconded by Councillor Day

Decision

To approve the terms of the motion by Councillor Macinnes.

Item 5.1 - Key decisions forward plan

Transport and Environment Committee

For August – December 2018

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer
	Parking Action Plan	8 August 2018	All	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk
	Tram Cycle Safety Improvements Phases 2 and 3	8 August 2018	1, 3, 6, 11	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer
	Integrated Weed Control	8 August 2018	All	Executive Director of Place Lead Officer: David Jamieson, Senior Manager – Parks, Greenspaces and Cemeteries 0131 529 7055 David.Jamieson@edinburgh.gov.uk
	Dalmeny Station – Transport Alternatives	8 August 2018	1	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk
	Winter Maintenance Update	8 August 2018	All	Executive Director of Place Lead Officer:
	Low Emission Zone Update	8 August 2018	All	Executive Director of Place Lead Officer: David Lesley, Senior Manager – Transport Networks 0131 469 3575 David.Lesley@edinburgh.gov.uk

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer
	Carbon Literacy Programme Update	8 August 2018	All	Chief Executive Lead Officer: Jenny Fausset, Senior Corporate Policy Officer 0131 469 3538 Jenny.fausset@edinburgh.gov.uk
	George Street Experimental Traffic Regulation Order	8 August 2018	All	Executive Director of Place Lead Officer: Anna Herriman, City Centre Programme Manager 0131 469 3853 Anna.herriman@edinburgh.gov.uk
	Decriminalised Traffic and Parking Enforcement Update	4 October 2018	All	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk
	Enhancing Communal Bin Collections	6 December 2018	12	Executive Director of Place Lead Officer: Andy Williams, Senior Manager - Waste and Cleansing

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer
				0131 469 566 Andy.williams@edinburgh.gov.uk
	Roads Asset Management Plan	6 December 2018	All	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk
	North Bridge Refurbishment	6 December 2018	11	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk

Item 5.2 - Rolling Actions Log

Item 5.2

Transport and Environment Committee

20 June 2018

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	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		Closed – business bulletin update provided to Committee May 2018.
2	15 March 2016	Carbon Literacy Programme for Edinburgh	To agree a further report detailing the key findings of a pilot carbon literacy programme with three city organisations would be presented to the Transport and Environment Committee in Spring 2017.	Chief Executive Lead Officer: Jenny Fausset Senior Corporate Policy Officer 0131 469 3538 jenny.fausset@edinburgh.gov.uk	March 2018		This report will be presented to Committee on 9 August 2018.
3	15 March 2016	Saughton Park and Gardens Heritage Lottery	To note that an update report would be submitted to the Committee prior to the start of	Executive Director of Place Lead Officer: David Jamieson, Parks and	June 2018		Recommended for closure An update

		Fund Delivery Phase Grant Award	the Construction Phase.	Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk			report on this is included on the agenda of 20 June 2018.
4	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		Closed – Report considered by Committee May 2018.
5	7 June 2016	Review of Scientific Services & Mortuary Services	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	December 2018		A national review is continuing and officers are awaiting further clarity on the outcome of this before bringing forward this report.
6	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	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	August 2018		This report is being prepared for Committee on 9 August 2018.

			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.				
7	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		This report is being prepared for Committee on 9 August 2018.
8	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		On-going		Officers are continuing to work with Transport for Edinburgh on

			a future Committee meeting for approval.				this and a report will be prepared when their Business Plan has been updated
9	10 August 2017	Petitions for Consideration: Lothianburn Park and Ride & Redesign the traffic light priorities at Junction of Slateford Road and Shandon Place	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		Closed – Report considered by Committee May 2018.
10	24 August 2017	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		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.

							A report on this has been considered for North West Locality Committee on 19 June 2018 .
11	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		The planned meeting is being rescheduled and a new date in August will be agreed with Lothian Buses.
			<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

							process.
12	21 September 2017	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		<p>Recommended for closure</p> <p>This report is included on the agenda of Committee on 20 June 2018.</p>

13	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 Committee on 9 August 2018.
14	5 October 2017	Petitions for Consideration: Parking Issues in Shandon and Improving the Original Traffic Claiming Measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone	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).	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2018		Closed – Action to be followed up as an open action in the North West Locality Committee Rolling Actions Log.
			2) In respect of improving the Original/Current Traffic Calming Measures in	Executive Director of Place Lead Officer: Dave Sinclair,	June 2018		An update on this action will be presented to

			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 considered and whether a report or an update in the Business Bulletin would be brought to the next Committee.	Local Transport and Environment Manager 0131 529 7075 dave.sinclair@edinburgh.gov.uk			the North West Locality Committee on 19 June 2018 . It is recommended that future updates are provided to the Locality Committee, with an update to Transport and Environment Committee through the Business Bulletin.
15	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	Executive Director of Place Lead Officer: Michael Thain, Head of Place Development 0131 529 2426 michael.thain@edinburgh.gov.uk	Update report - May 2018		Closed – Report considered by Committee May 2018.

			consultation would be carried out with residents of these street so that the residential amenity of large parts of the City Centre was preserved as detailed in 3.2 of the report.				
16	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 Officers: Locality Local Transport and Environment Managers: Steven Cuthill (South East), Andy Edwards (South West), Darren Ryan (North East), Dave Sinclair (North West).	March 2018		A summary of actions will be presented to the next Locality Committees and to Transport and Environment Committee.
18	26 October 2017	Motion by Councillor Lang – Dalmeny Station (to Council)	“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 Committee on 9 August 2018.

		<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 Scotland and seeks a report to the Transport &</p>	<p>0131 469 3575</p> <p>ewan.kennedy@edinburgh.gov.uk</p>			
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			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.”				
18	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 would be identified.	Executive Director of Place Lead Officer: Robbie Beattie, Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	March 2018		Closed – Report considered by Committee May 2018.

			2) To agree that Councillor Cook would provide a list of English Local Authorities that have used various methods to control the gull population.				Closed – information provided.
			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.	Executive Director of Place	May 2018	May 2018	Recommended for closure - The Trams to Newhaven All Party Oversight Group have democratic oversight of this issue and regular updates have been incorporated into the Business Bulletins for Transport and Environment Committees in March 2018 and May 2018. Replacement of the 'armadillos' has been progressed in

							line with the arrangements set out for members in the Business Bulletins.
19	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			Closed – work being progressed by the Transport Networks team.
20	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	October 2018		The draft business case is currently being reviewed and a report will follow to Committee as soon as this has been finalised.
			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		December 2018		This report will be prepared for 6 December 2018.

			fully integrated e-mobility action plan prioritising a modal shift from car to other modes, consistent with the targets in the Council's local transport strategy.				
			<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. 				<p>The Electric Vehicle Working Group have considered these issues and will incorporate findings in the upcoming Committee report.</p>

21	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 Bulletin for May 2018.
22	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		Closed – Report considered by Committee May 2018.

23	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 one-way system.” <p>1) To agree that a report on the motion would be submitted to a meeting of the relevant Locality Committee.</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575</p>	April 2018	April 2018	Closed – a report on this was considered by the South East Locality Committee in April 2018 .
24	1 February 2018	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</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		Closed – Report considered by Committee May 2018.

			<p>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>...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 				
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			of new grit bin requests.”				
25	9 March 2018	Transport and Environment Committee Key Decisions Forward Plan	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		
26	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</p>	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	August 2018		As requested by Committee on 17 May 2018, a report is being prepared for the Transport and Environment Committee on 9 August 2018.

			<p>Edinburgh council service delivery, including school packed-lunches, and requests a report on ways 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>	<p>August 2018</p>		

27	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		Closed – information provided.
28	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		
29	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		Recommended for closure – this report is included on the agenda for 20 June 2018.
			2) To agree that Executive Director of Place would ensure that the correct classification in relation to		May 2018		Closed – the correct classification in respect of ward

			ward boundaries was being used in Committee reports.				boundaries will be included in all future reports.
30	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		
31	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		
32	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			Closed – this will be covered in future reports on Waste and Cleansing operations.

33	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		
34	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		Closed – the process will be sisted until the Council decision on the Tram Extension.
35	9 March 2018	Special Uplifts Service	1) 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.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 52 5844 gareth.barwell@edinburgh.gov.uk			
			2) To agree that a question would be added to the	Chief Executive			Strategy and Insight is

			Edinburgh Survey on the awareness amongst residents of the Special Uplifts Service.	Lead Officer: Lawrence Rockey <i>Add details</i>			currently considering its approach to the Edinburgh People's Survey in 2018. This question will be considered for inclusion in the next survey.
36	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 use diesel generators, and condition 14 – the requirement for recycling				

			to be enforced as part of waste management arrangements.				
37	9 March 2018	Motion by Councillor Jim Campbell – Daily Waste Uplifts - Remitted from Full Council on 14 December 2017	<p>“Council</p> <p>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>	<p>Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 52 5844 gareth.barwell@edinburgh.gov.uk</p>	August 2018		
38	9 March 2018	Motion by Councillor Booth – Suspicious Disappearance of ‘Fred’ the Golden Eagle in Pentland Hills	<p>“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</p>	<p>Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk</p>			Recommended for closure – these actions have been progressed as outlined.

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

			<p>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> <p>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."</p>				
39	15 March 2018	Motion by Councillor Lang – Night Flights at Edinburgh Airport	"...Council recognises the particular impact of night time flights on those living under the airport's flight paths and		April 2018		Closed – the Council submitted a response to this

		(to Council)	<p>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 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>				consultation.
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			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.”				
40	15 March 2018	Motion by Councillor Jim Campbell – Burnshot Bridge (to Council)	<p>“Council notes the commitment made in the recent budget to rebuilding Burnshot Bridge.</p> <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</p>		On-going		

			<p>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 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</i> 				
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			<p><i>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 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>				
41	15 March 2018	Resilience - Motion by Councillor Rust	<p>Council:</p> <p>Notes the unprecedented impact the “Beast from the</p>		May 2018		Closed – Report considered by

		<p>Winter Weather Response – Motion by Councillor Macinnes</p> <p>Winter Weather Response – Motion by Councillor Booth</p> <p>Lothian Buses Driver – Motion by Councillor Rae (to Council)</p>	<p>East” had on the capital and across Scotland and the disruption caused to schools, 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</p>				Committee May 2018.
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		<p>checking on elderly and vulnerable 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 increased attention that Charmaine's inspiring story has brought for Lothian</p>				
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			<p>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 gritting and snow-clearing, as agreed by Council on 1 February 2018:</p> <p>a. any specific issues identified with the clearing / gritting of</p>					
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			<p>roads and footways;</p> <p>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;</p> <p>c. how best to co-ordinate and support the efforts of communities and volunteers.</p> <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>				
42	17 May 2018	‘A’ Boards and Other Temporary On-street Advertising Structures	1) To request that a review was undertaken 12 months after implementation of the restrictions, including mitigation for businesses and organisations in general.	Executive Director of Place Lead Officer: David Leslie, Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk	June 2019		
			2) To agree to receive an update in the Business	Executive Director of Place Lead Officer: David Leslie,	August 2018		

			Bulletin presented to the committee in August 2018 detailing possible business support methods to help mitigate the effect of the policy on businesses and the impact this would have on walking tours in particular.	Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk			
43	17 May 2018	Rolling Actions Log	1) To agree that the report requested in action 35 would be presented to the committee in August 2018, rather than as a business bulletin update.	Strategy and Insight Lead Officer: Veronica Macmillan 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	August 2018		As requested by Committee on 17 May 2018, a report is being prepared for the Transport and Environment Committee on 9 August 2018.
			2) To agree that an updated rolling actions log would be submitted to the additional meeting of the committee in June 2018.		June 2018		Recommended for closure - the rolling actions log is submitted to Committee on 20 June 2018.
44	17 May 2018	Business Bulletin	To agree that the timeline for Local Transport Strategy would be circulated to the	Strategy and Insight Lead Officer: Veronica Macmillan			

			Committee.	0131 529 4283 veronica.macmillan@edinburgh.gov.uk			
45	17 May 2018	Petition for consideration - Improving Parking in the Leith Central Area (LCA)	1) To agree that officers would discuss the issues raised with the petitioners and investigate short-term solutions.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk			
			2) To note that a report addressing the issues on a city-wide basis that would also address local parking issues would be presented to the committee in August 2018.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	August 2018		
46	17 May 2018	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan	1) To note that the proposal 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	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	August 2018		

			charge.				
			2) To note 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.				Recommended for closure – for noting only.
47	17 May 2018	Petition for a Park and Ride Site at Lothianburn – Follow Up Report	To agree 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.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	August 2019		A business bulletin will be sent to the meeting in August 2018 An update report will be provided August 2019
48	17 May 2018	Implementation of Active Travel and Street Design Principles in Road and Footway Renewals	1) To note that paragraph 3.5 of the report referred to cycle weighting but did not specify which roads were given this weighting or under what criteria and therefore to agree to receive a further	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	August 2018		

			update providing this information within one cycle.				
			2) To note that paragraph 3.15 of the report referred to good stakeholder liaison but did not provide any details on how this would be achieved, and therefore to agree to receive a further update providing this information within one cycle.				
			3) To further note that throughout the majority of the Street Design Guidance the 'Transport Mode Hierarchy' was respected – in other words guidance is that streets should generally be designed with top priority given to pedestrians, second priority to cyclists, third priority to public transport users, and so on.				

			4)	To agree that while good stakeholder engagement on street design and street renewals was important, the initial proposals should in any case normally respect the transport mode hierarchy unless exceptional local circumstances require otherwise, and should comply with the council's Street Design Guidance, and promote active travel.				
49	17 May 2018	Decriminalised Traffic and Parking Enforcement in Edinburgh	1)	To agree nonetheless that there were significant existing powers that could be used to tackle the problem of pavement parking, not least the installation of physical barriers such as Sheffield racks at the edge of footways which also provided cycle parking, as undertaken by Wandsworth Council	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	October 2018		

			and others, and to agree that similar measures should be introduced in Edinburgh.				
			<p>2) To agree to receive a further report within two cycles examining the issue of parking enforcement in more detail, and specifically outlining options to address the following issues:</p> <p>a) that members of the public would like a quick, real-time method to report parking violations that could swiftly be passed to parking attendants for possible enforcement action, should they be in the area;</p> <p>b) that while council policy was currently to give those parking in contravention of the rules a 'grace period' of 5 minutes for cars</p>				

			<p>and 10 minutes for commercial vehicles, nonetheless to examine whether this grace period was appropriate in all circumstances and specifically to examine whether the grace period could be shortened in areas of persistent parking violations;</p> <p>c) that, where there were no valid lines and signs, the parking enforcement contractor could not operate, and therefore reviewing the timetable for installing new lines and signs when they were required; and</p> <p>d) that while some drivers regarded the cost of a parking ticket as a reasonable price to pay for the ability to park in the city centre, the majority did not want their vehicle to be towed, and therefore</p>				
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			to agree to consider increasing the capacity to tow vehicles to the pound, and tightening the rules which allowed this to be done.				
50	17 May 2018	Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order	1) To agree to amend the TRO to allow an exception to the proposed left turn from Leith Street into Waterloo Place which would permit cyclists to turn left.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk			
			2) To agree to set aside the representations to the TRO and to make the remainder of the Order as advertised.				
			3) As required by legislation, to instruct the Executive Director of Place to refer the representations to the Redetermination Order to Scottish Ministers for consideration.				
			4) To agree to undertake				Summer 2019

			traffic monitoring of these changes and report back to committee 6 months after opening, via the business bulletin.				
51	17 May 2018	Objections to the Traffic Regulation Order (TRO/17/73) – Parking in the Dumbiedykes and Pleasance Areas	1) To set aside the objections received. 2) To make the Traffic Regulation Order as advertised.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	May 2018	June 2018	Recommended for closure – the TRO has been made.
52	17 May 2018	Developing Low Emission Zones in Edinburgh	1) To agree a comprehensive approach to LEZs as a step towards protecting Edinburgh's citizens from the harms of poor air quality. 2) To reaffirm the Council's commitment to explore the development of LEZs, in line with the commitment by the Scottish Government to work with local authorities to introduce LEZs to the four main	Executive Director of Place Lead Officer: David Leslie, Service Manager and Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk			Actions 1, 2 and 3 are recommended for closure as they were agreed at Committee. Action 4 – Stakeholder Engagement began in April 2018 and will continue until the end of June. Actions 5 and 6 will be covered in a report to

			<p>cities (Aberdeen, Dundee, Edinburgh, and Glasgow) by 2020.</p> <p>3) To note the options under consideration for Edinburgh's LEZs were based on combinations of geographical and vehicle-type restrictions, and proposals brought to committee for consideration would include, amongst other options, the opportunity to pursue a city-wide LEZ with a city centre ultra-low emission zone (ULEZ).</p> <p>4) To agree that a phase of stakeholder engagement would be undertaken to test and inform the impact of implementing low emission zones in Edinburgh, that this stakeholder engagement should be extensive and</p>				Committee on 9 August 2018.
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			<p>meaningful, and include engagement with a number of groups, including but not limited to bus operators, business groups and communities and businesses within the city centre.</p> <p>5) To note that a further report on progress to develop LEZs would be presented to the committee on 9 August 2018 which would also identify a mechanism to allow for the periodic review of the effectiveness and potential variation of standards of the LEZ/ULEZ.</p> <p>6) To agree that a report would be presented to the committee in August 2018 on private sector engagement regarding LEZs and to refer the report after it has been considered by the</p>					
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			Transport and Environment Committee to the Housing and Economy Committee for consideration.				
53	17 May 2018	Urban Gull Control Options	<p>1) To refer the report to the Planning Committee to allow consideration to be given to roof structure on new builds and refurbishments to minimise their attraction to nesting gulls.</p> <p>2) To refer the report to the South East Locality Committee for noting of a fresh Gull Control Pilot scheme which could be used to inform a possible future city-wide strategy for tackling Urban Gulls.</p>	Executive Director of Place Lead Officer: Robbie Beattie, Scientific Bereavement & Registration Senior Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk			Recommended for closure – this report has been referred to the relevant Committees.
54	17 May 2018	Winter Maintenance Review	To agree to receive an update report on the implementation of the improvement plan, with possible service options, in	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 529 5844	August 2018		

			August 2018.	gareth.barwell@edinburgh.gov.uk			
55	17 May 2018	Motion by Councillor Macinnes – Corstorphine Parking (to Council)	<p>“Asks the Transport and Environment Committee to note:</p> <ul style="list-style-type: none"> • That there have been ongoing problems of excessive commuter and holiday parking in Corstorphine; • a parking investigation was initiated in Spring 2016, following representation from residents and local elected members; • a parking survey was conducted, resulting in a draft report with recommendations being sent to ward councillors in October 2017; • that a new Council protocol relating to requests for priority parking schemes was introduced in August 2017 and that this has encouraged officers to examine a more 	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	August 2018		

			<p>strategic, city-wide approach to considering the key issue of likely displacement of parking issues;</p> <ul style="list-style-type: none"> the need to assess support of residents and Corstorphine Community Council for the introduction of priority parking; <p>and asks officers to proceed to the next stage of the process begun in 2016 by issuing a residents' survey before the summer recess, with results expected to come forward to the August TEC with recommendations for next steps."</p>				
56	31 May 2018	Motion by Councillor Burgess – Recycling Facilities in Council Buildings (to Council)	<p>"Council;</p> <p>Believes that high-quality recycling facilities should be provided at all Council buildings, including our schools, to allow staff, the public and pupils to be able to prevent recyclable material being dumped in landfill or</p>	Executive Director of Place	October 2018		

			<p>incinerated;</p> <p>Understands for example that not all Council buildings including schools have adequate recycling facilities for different kinds of recyclable waste such as packaging, paper, glass and food waste;</p> <p>Therefore calls for a report to the Transport and Environment Committee in two cycles on improving recycling facilities in schools and other council buildings.”</p>				
57	31 May 2018	Motion by Councillor Mary Campbell - Edinburgh's Coastline - Protecting and Enhancing our “Blue Belt” (to Council)	<p>“Council:</p> <p>1) believes that as a capital city we benefit from both our historic city centre, and also our beautiful coastline. Our coastline has many highlights, from the sandy beach of Portobello, to the sea life-rich rocks in the Forth, and the stunning views from the promenade at Cramond;</p>	Executive Director of Place	October 2018		

			<p>2) notes that, as a council we invest a lot of time and effort into our city centre, for the benefit of both residents and visitors. Council believes that a similar level of effort should also be applied to our coastline, to ensure that we are preserving and enhancing the wide variety of historic and environmental features that make our coastline so special, and to enhance residents' access to our coastline by creating a continuous active travel promenade from Joppa to South Queensferry.</p> <p>3) notes that the council has undertaken some work to pursue this agenda, both separately and in co-operation with partners, including production of the</p>					
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			<p>Edinburgh Promenade Design Code and SESTRAN studies on cross-boundary cycle development; that some off-road cycle/footpath links have been identified in the LDP but notes that that progress to deliver on this work has been a little sporadic;</p> <p>4) further notes that some council partners including the Scottish Wildlife Trust and Royal Botanic Gardens have projects to enhance & preserve the natural heritage and biodiversity of our coastline;</p> <p>5) Therefore agrees to receive a scoping report, which covers work to date, work currently in train, and the scope of work which needs to be undertaken in the future. This should report within two</p>					
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			<p>cycles to be brought to the Transport and Environment Committee, and should include options for political governance of the work.</p> <p>6) notes that residents and businesses have already been working hard to protect and enhance the coastline, and any strategy should include a clear mechanism for engaging with all key stakeholders.”</p>					
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Business bulletin

Transport and Environment Committee

Wednesday 20 June 2018

Council Chamber, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes</p>  <p>Councillor Karen Doran (Vice-Convenor)</p> 	<p>Councillor Scott Arthur Councillor Gavin Barrie Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Gillian Gloyer Councillor David Key Councillor Callum Laidlaw Councillor Adam McVey (ex officio) Councillor Cammy Day (ex officio)</p>	<p>Alison Coburn Senior Executive Officer 0131 529 3149</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Blair Ritchie Committee Services 0131 529 4085</p>

Recent news

Edinburgh Tram – York Place to Newhaven

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.

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.

The project team continue to progress with all activities associated with the procurement stage of the project and tenders for the main works were released to four shortlisted bidders on 20 April 2018. Tenders for the utility works are due to be released in mid June.

The Project consultation in relation to temporary traffic management during construction, business support, and final road layouts commenced in March and closed on 29 April 2018.

Over 1,500 people attended events along the route and the Council received over 1,450 responses to the consultation. Work is now underway evaluating all submissions and a presentation will be provided at the Committee meeting in June setting out the results of the evaluation and next steps.

This was the first stage of engagement and further engagement will follow in late summer after responses have been analysed and the design proposals have been updated.

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.

The project will continue to report each cycle to the Transport & Environment Committee through the business bulletin.

Background

For further information contact:

Hannah Ross,
Senior Responsible Officer
Tel: (0131) 529 4810
hannah.ross@edinburgh.gov.uk

Ross Development Trust - Update

In December 2016 the Council entered into a development agreement with the Ross Development Trust (RDT) to allow several improvements to West Princes Street Gardens (WPSG) and which included the replacement of the Ross Bandstand and restoration of the Ross Fountain to begin.

The proposed enhancement to the gardens will not only allow from improved accessibility for all, but will also reinforce the Gardens civic, commemorative, botanical and cultural status.

As reported to Culture and Communities Committee 20 March 2018 that although significant progress has been made to date with the completed refurbishment of the cottage and restoration of the Ross fountain (due for completion at the end of June 18), clarity on the detail of future governance and operation of the new Pavilion and Garden Reception Building was a requirement for the substantive fundraising appeal and campaign. Through a series of workshops in January 2018, the potential opportunities to create a foundation that would enable the key parties to address the maintenance and future management issues and to ensure delivery of the project, securing a long-term sustainable legacy for the gardens were reviewed. The agreement in principle was the creation of a new ALEO could not only maximise fundraising potential for the redevelopment but also give donors and the public clarity and reassurance on the operation and legacy of the bandstand post redevelopment.

At the request of the Committee, further work was undertaken through an independently chaired workshop on the 21 May to focus on the following

- full examination of the business case to ensure concerns can be addressed regarding any over commercialisation and limited environmental impact on the Gardens.
- agreeing and publishing a public consultation document that will summarise relevant issues, including the remit of the ALEO and a detailed proposal for how it will be managed and governed.
- events usage within the pavilion and gardens.

For further information contact:

Tasha MacKenzie,
Senior Change and Delivery
Officer

0131 469 3895

Tasha.MacKenzie@edinburgh.gov.uk

Graeme McGartland,
Investments Senior
Manager

0131 529 5956

Graeme.McGartland@edinburgh.gov.uk

Public consultation will run between the 25 June and 17 August, to ensure that all interested member for the public have an opportunity to share their views on the proposals

Once consultation has ended a further report will be brought to committee with the intention to refer to full Council for sign off. Included in this will be

- Full results from the Public Consultation.
- A recommendation to sign off the Business Case
- Provide the clarity around the proposed ALEO and how the governance will be managed to meet its objectives.

West Princes Street Gardens are a loved asset held in common good for the public in Edinburgh, and will always remain accessible and welcoming to everyone in the city through the continued ownership of the gardens and Pavilion with the Council

Fountain update

Work on the £1.8m Ross Fountain restoration commenced in July 2017 and will be completed for the end of June 2018, and the restoration work has been carried out by Industrial Heritage and Kelsen. This work has been made possible through the kind donations from Edinburgh World Heritage, Mr Springford and a private benefactor

The planting around the new fountain border has been design by officers in support of the Glow Gold September campaign, which aims to raise awareness of childhood Cancer. The campaign will see several iconic venues illuminated in gold from dusk until dawn in September, including Edinburgh Castle, the Kelpies, and The Gateshead Millennium Bridge.

In celebration of the completion of the Ross Fountain, there will be a free to attend community event on Sunday the 8th of July between 12-4pm. The official switching on of the Fountain is a fantastic milestone to have reached with flowing water returning to the City's much-loved Ross Fountain.

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

City Centre West to East Cycle Link and Street Improvements Project – Section 1 (Roseburn Place/Murrayfield Avenue to Rosebery Crescent/Morrison Street) – Representations to Traffic Regulation Order and Redetermination Order

Item number	7.1
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield 11 – City Centre
Council Commitments	16, 17, 18, 19, 27, 39

Executive Summary

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets.

Section 1 of the CCWEL project runs from Roseburn to Haymarket. The proposals for this section require a Traffic Regulation Order and Redetermination Order. This report provides details of the statutory consultation for both Orders.

Overall 94 representations to the advertised orders were received. Of these 94 representations 47 include objections, and 43 are letters of support. Two of the representations which included objections have been withdrawn in response to changes to the design. Of the remaining objections 31 include objection to the advertised Traffic Regulation Order and 36 include objection to the advertised Redetermination Order. The representations and the Council's responses are summarised in this report.

Plans showing the proposed road layouts, and proposed changes to the advertised orders based on representations received, are appended to the report.

City Centre West to East Cycle Link and Street Improvements Project – Section 1 (Roseburn Place/Murrayfield Avenue to Rosebery Crescent/Morrison Street) – Representations to Traffic Regulation Order and Redetermination Order

1 Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the representations received in relation to the advertised Traffic Regulation Order and Redetermination Order and the Council's comments in response;
 - 1.1.2 notes that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised Traffic Regulation Order and that the Council is obliged to hold a public hearing if any of these representations are not subsequently withdrawn;
 - 1.1.3 notes the amendments that are proposed to the advertised Traffic Regulation Order to address the concerns raised within representation, and agrees that the orders should be made with these changes;
 - 1.1.4 notes the changes that are proposed to the advertised Traffic Regulation Order on Morrison Street which affects waiting, loading and unloading facilities;
 - 1.1.5 notes the Council's responses to those TRO representations which do not make reference to Loading and Unloading facilities, detailed in Appendix 9, and on this basis sets these aside;
 - 1.1.6 gives approval to make the advertised Traffic Regulation Order in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there are unwithdrawn objections to proposed changes to loading and unloading facilities;

- 1.1.7 agrees that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn Traffic Regulation Order representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street;
- 1.1.8 gives approval to initiate a new Traffic Regulation Order process, which will be required to make some of the amendments to the Haymarket Taxi stance and may be required for proposed changes to traffic restrictions on Magdala Crescent;
- 1.1.9 agrees that officials should refer the 36 representations which include at least one objection to the Redetermination Order to Scottish Ministers
- 1.1.10 notes that a separate statutory process is being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this will be reported to the Regulatory Committee, and;
- 1.1.11 notes that a thorough and comprehensive Monitoring Plan is currently in development and will be delivered to provide information on the outcome of the overall scheme. This monitoring will include assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and will be carried out before and after construction takes place.

2 Background

- 2.1 The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years.
- 2.2 The project has been the subject of several previous reports to this and other committees.
 - 2.2.1 Transport and Environment Committee – 03 June 2014
 - 2.2.2 Finance and Resources Committee – 30 September 2014
 - 2.2.3 Transport and Environment Committee – 27 October 2015
 - 2.2.4 Transport and Environment Committee – 30 August 2016
 - 2.2.5 Future Transport Working Group – 16 December 2016
 - 2.2.6 Transport and Environment Committee – 1 March 2018 (Melville Crescent).

3 Main report

- 3.1 The first phase of the CCWEL project being progressed (Section 1) is the part of the route between Roseburn and Haymarket. An extensive programme of improvements is proposed, including:
- 3.1.1 new segregated cycling facilities;
 - 3.1.2 improved pedestrian and cycle crossing facilities;
 - 3.1.3 reduced road widths and providing 'continuous footways' at side road crossings;
 - 3.1.4 changes to waiting and loading restrictions;
 - 3.1.5 changes to bus lanes and bus stops;
 - 3.1.6 changes to taxi stance arrangements at Haymarket railway station;
 - 3.1.7 an upgrade of the Roseburn Terrace/Roseburn Street/Russell Road junction;
 - 3.1.8 the introduction of a prohibition of entry to Roseburn Terrace from Roseburn Gardens, and a prohibition of entry to Coates Gardens and Rosebery Crescent from Haymarket Terrace;
 - 3.1.9 public realm improvements at Murrayfield Place/Old Coltbridge and Haymarket Terrace (at the Apex Hotel);
 - 3.1.10 provision of new cycle parking facilities; and
 - 3.1.11 removing redundant street furniture and reducing street clutter.

The Preliminary Designs for this project were approved in December 2016 by the Executive Director for Place acting on devolved powers from the Transport and Environment Committee. This decision took place following a public consultation, and the establishment of a dedicated Stakeholder Working Group which was established to agree a way forward for the designs.

Provision of Segregated Cycling Facilities

- 3.2 A new two-way segregated cycle track is proposed between Roseburn and Rosebery Crescent, via Roseburn Terrace, Wester Coates and Haymarket Terrace.
- 3.3 This facility will be physically segregated from motorised traffic by a 0.5m wide separation kerb, although this separation width will increase adjacent to dedicated parking and loading bays.

Changes to Waiting and Loading Restrictions

- 3.4 A review of all existing loading and parking facilities along the route has been undertaken, and a number of changes are proposed in order to facilitate the improvements. These changes will enable more space people on foot and bikes for better pedestrian facilities and provision of the new cycleway.

- 3.5 The Council appreciates that it is important for businesses and residents to have access to loading facilities. The design process has sought to ensure that these are provided at suitable locations, which balance loading demand with impact on the cycle/ pedestrian improvements and on other road users, particularly public transport passengers.
- 3.6 Plans showing the location of proposed loading and parking bays under the new layout, and their associated hours of operation, are provided in Appendix 1. Plans showing the updated proposals, including changes which have been made in response to representations to the statutory consultation are provided in Appendix 2. Plans showing the existing layout in Roseburn and Haymarket are included in Appendices 5, 6 and 7.
- 3.7 Paragraphs 3.8 through 3.53 summarise the proposed changes street by street.

Murrayfield Avenue

- 3.8 At present the affected area of this street – which lies at its southern extent – has areas of unrestricted parking with enough space for 12 vehicles. It is proposed to remove this unrestricted parking, and install Short Stay (2 Hour Maximum) Public Parking on this street with space for 16 vehicles. To achieve this, the taxi rank on the east side of Murrayfield Avenue will be removed, and the ‘End-On’ parking bay will be moved from the West side of the street, to the East. The large number of Resident Priority parking bays on the remainder of this street will be unaffected.

Murrayfield Place

- 3.9 At present there are six ‘Greenway’ parking spaces on the South side of Murrayfield Place, and unrestricted kerbside parking with space for seven vehicles on the North side. It is proposed to replace this provision with six Short Stay public parking spaces on the South side, and two Short Stay public parking spaces on the North side, along with a significant increase in space for people on foot. All of these spaces will be available for a maximum stay of two hours. In addition it is proposed to introduce a Loading Bay with space for two standard vehicles on the North side of the street.

Roseburn Terrace

- 3.10 It is proposed to reduce the number of Loading Bay spaces on this street from 24 to 12. This will be achieved by reducing the length of the bays on both the North and South side of the road adjacent to the shops. In addition, a small loading bay on the North side of Roseburn Terrace opposite the Tesco Express to the East of the junction with Roseburn Street and Russell Road would be removed.
- 3.11 It is important to note that the loading bay on the south side of Roseburn Terrace adjacent to the Murrayfield Bar is currently ‘Off-Peak’, meaning it cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals this Loading Bay on the South Side of Roseburn Terrace, with space for five vehicles, will be available all day (ie: between 0730-1830).

- 3.12 In addition the loading bay on the South Side of Roseburn Terrace adjacent to the Tesco Express is currently 'off peak only', meaning it cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals this Loading Bay with space for two vehicles will also be available all day (ie between 0730-1830).
- 3.13 There is no change to the number of parking spaces on Roseburn Terrace. However the two 'Greenway' parking spaces on the south side of Roseburn Terrace are currently 'off-peak only' meaning they cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals these 'Greenway' spaces will be available for short stay parking all day (ie between 0730-1830).

Roseburn Gardens

- 3.14 At present there are two Greenway parking spaces on Roseburn Gardens and two Greenway Loading Spaces. There is also Unrestricted Kerbside Parking with space for ten vehicles. It is proposed to remove the Greenway parking spaces, and relocate the Greenway Loading Spaces. This is to provide room for a turning head as vehicles will no longer be able to exit Roseburn Gardens onto Roseburn Terrace. There is no change to the amount of unrestricted parking on this street.
- 3.15 Following representations from Murrayfield Community Council, and other local stakeholders we are proposing a change to the advertised TRO on Roseburn Gardens. This change consists of reducing the length of the proposed one-way 'plug' and associated cycle-gate by approximately two meters. Please see Appendix 2 for details.

Roseburn Crescent

- 3.16 At present, within the project area, there is unrestricted kerbside parking with space for 13 vehicles on this street. Under the proposals this will be reduced, and there will be space for eight vehicles. This is to allow for the construction of a build out, and the installation of double yellow lines to improve visibility and the ability to cross the road. It will also ensure that emergency vehicles are able to access Roseburn Park, something specifically requested by Friends of Roseburn Park.

Roseburn Street

- 3.17 At present there are two Greenway loading spaces, two Greenway parking spaces and unrestricted kerbside parking with space for seven vehicles on Roseburn Street within the project area. Under the proposals there will be a reduction in the amount of space available for parking, from nine spaces overall, to eight. In addition, all parking spaces in this area will be designated short stay (maximum two hours) to ensure this parking is available for visitors to the local shops.
- 3.18 There is no proposed change to the number of loading bay spaces, however the two loading bay spaces on the West side of Roseburn Street adjacent to the Roseburn Bar are currently only available during Off-Peak time. Under the project proposals these will be available all day.

Russell Road

- 3.19 At present within the affected area on Russell Road there is a Loading Bays with space for four vehicles and a City Car Club bay with space for two vehicles. There is also a small unrestricted car park with space for 15 vehicles.
- 3.20 It is proposed to remove the Loading Bay. This is to allow for the installation of a shared cycle and pedestrian zebra crossing over Russell Road.
- 3.21 In addition it is proposed to introduce waiting restrictions on the 15 parking spaces in the public car park. At present these spaces are unrestricted, under the project proposals these spaces will be subject to a two hour maximum stay to ensure these spaces are available for people visiting the shops.
- 3.22 Finally, following representations from Murrayfield Community Council and other local stakeholders during the statutory consultation, we are proposing a change to the advertised TRO, to relocate the City Car Club bays to inside the car-park, and re-classify the existing City Car Club bays as short stay parking (2 hours maximum). Please see appendix 2 for details.
- 3.23 A quick Summary of the proposed changes to loading and parking facilities in Roseburn are provided in Tables 1 and 2 below, while more comprehensive information can be found in Appendix 12.

Table 1: Summary of Changes to Loading Bays in Roseburn

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
Murrayfield Place	-	-	0	-	2	2
Roseburn Gardens	-	2	2	-	2	2
Roseburn Terrace North Side (West of Roseburn Street)	8	-	8	5	-	5
Roseburn Terrace South Side (West of Roseburn Street)	12	-	12	-	5	5
Roseburn Terrace (East of Roseburn Street)	4	-	4	-	2	2
Roseburn Street	-	2	2	-	2	2
Russell Road	-	4	4	-	-	0
Total	24	8	32	5	13	18

Table 2: Proposed Changes to Parking Bays in Roseburn

Street	Existing			Proposed		
	Unrestricted	Short Stay	Total	Unrestricted	Short Stay	Total
Murrayfield Avenue	12	-	12	-	16	16
Murrayfield Place	7	6	13	-	8	8
Roseburn Gardens	10	2	12	10	-	10
Roseburn Crescent	13	-	13	8	-	8
Roseburn Terrace South Side (West of Roseburn Street)	-	2	2	-	2	2
Roseburn Street	7	2	9	-	8	8
Russell Road	15	-	15	-	15	15
Total	62	12	76	18	49	67

Overall Impact of Parking Reduction in Roseburn

- 3.24 In Murrayfield and Coltbridge there exists a significant number of Resident Priority parking bays. These are unaffected by the proposals. However, in Roseburn, to the South of Roseburn Terrace there is no such designation, and concerns have been voiced regarding the impact of the project on parking in this area.
- 3.25 Within Roseburn (Roseburn Terrace; Avenue; Crescent; Drive; Gardens; Place, and; Russell Road) there are approximately 270 parking spaces, including Greenway (6) and Unrestricted (approx. 264). The parking survey carried out as part of the initiation of this project looked at occupancy of these parking spaces throughout a full working day from 05:00 to 20:00. This survey found that during the busiest period (10am-11am) 249 of these spaces were full (ie: approximately 93% of the spaces were used, and there were around 20 free spaces).
- 3.26 The CCWEL proposals include a reduction of nine parking spaces throughout the Roseburn and Murrayfield area this is anticipated to meet parking requirements.

West Coates

- 3.27 The number of loading spaces on West Coates will not change. However the CCWEL proposals will remove a significant number of Greenway parking bays. This is necessary to provide space for the cycle track on the North Side. The initial proposals for the CCWEL were to reduce the number of parking spaces from 104, to 24. However, following representations we are proposing a change to the advertised TRO we have revised the designs to increase this number slightly to 29. Please see Appendix 2 for details.
- 3.28 The parking survey which was carried out during the initiation of this project found that on the day surveyed (mid-week) occupancy of these parking bays peaked at 51 vehicles (between 14:00 – 15:00), many of these vehicles were parked for over 4 hours, suggesting they may be used by commuters.

Wester Coates Road

- 3.29 Wester Coates Road is lined with Shared Parking bays down both sides. Within the project area there are four existing Shared Parking Bays at the southern extent of Wester Coates Road. It is proposed to remove these in favour of Single Yellow parking restrictions. This is proposed to allow drop-off, collection and loading for the adjacent hotels who will be affected by the reduced space for these activities on West Coates under the proposals.
- 3.30 The initial proposals for the CCWEL were to reduce the number of parking spaces on Wester Coates Road by a greater extent and introduce a larger section of Single Yellow Restrictions. However, following representations we are proposing a change to the advertised TRO and have revised the designs to maintain a greater number of Shared parking bays. Please see Appendix 2 for Details.
- 3.31 A quick Summary of the proposed changes to loading and parking facilities in West Coates are provided in Tables 3 and 4 below, while more comprehensive information can be found in Appendix 12.

Table 3: Proposed Changes to Loading Bays in West Coates

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
A8 West Coates	3	-	3	-	3	3
Wester Coates Road	-	-	0	-	-	0
Total	3	0	3	0	3	3

Table 4: Proposed Changes to Parking Bays in West Coates

Street	Existing			Proposed		
	Greenway	Shared (Zone N5)	Total	Greenway	Shared (Zone N5)	Total
A8 West Coates	104	-	104	29	-	29
Wester Coates Road	-	4	4	-	-	0
Total	104	4	108	29	0	29

Overall Impact of Parking Reduction in West Coates

- 3.32 All of the streets adjacent to West Coates fall within Parking Zone N5. This parking zone has the highest ratio of available parking spaces to Permits in the city, at 4.35 parking spaces per permit. The streets within this zone contain approximately 500 parking spaces, and during our parking survey at the busiest period (12:00-13:00) there were only 155 cars parked, including those parked on West Coates. As such, despite the significant reduction in the number of spaces proposed for this street, this is not expected to have a significant impact on the surrounding area.

Haymarket Terrace

- 3.33 The number of Loading Bay spaces on Haymarket Terrace will reduce slightly, from 15 to 13. However, there will be an increase in the overall loading provision in Haymarket due to additional Loading Bays on the side streets immediately adjacent to Haymarket Terrace. In addition at present none of the Loading Bays on Haymarket Terrace are available during Peak Times. Under the CCWEL proposals all of the loading bay spaces on Haymarket Terrace will be available during Peak and Off-Peak times.

Coates Gardens

- 3.34 At present within the affected area of Coates Gardens there are three Greenway parking spaces and three public Pay-and-Display bays. These will be removed to make space for four Loading Bay spaces and double-yellows to enable a turning head associated with the prohibition on exit (detailed below). The four loading bays will be available during Peak and Off-Peak times and will replace three existing public parking spaces. The remaining nine public Pay-and-Display bays, and 40 Permit Holder bays on Coates Gardens will not be affected.

Rosebery Crescent

- 3.35 Additional Loading Spaces for three vehicles will be added to the existing provision on Rosebery Crescent. This will result in five spaces in total. All of these spaces will be available during Peak and Off-Peak times. There will be a reduction of two public, and two permit holder parking spaces on the South end of Rosebery Crescent. However, it is important to note that the remainder of Rosebery Crescent forms part of CCWEL Section 2, which will progress through a separate TRO later in the year. This TRO will introduce parking elsewhere on the street, thus helping to remediate the loss associated with Section 1.

Overall Impact of Parking Reduction in Haymarket Area

- 3.36 Rosebery Crescent and Coates Gardens fall within Parking Zone 1. In Zones 1, 1A and 2 there is a dispensation in place allowing residential permit holders to park in public Pay-and-Display bays. Taking this dispensation into account Zone 1 has one of the highest ratios of parking bays to permit holders in the Controlled Parking Zone, at 1.14 bays per permit holder. This is more than any other Zone in the Central or Peripheral areas (excepting zones 1A and 2 where the dispensation also applies). As such a small reduction in parking is likely to be less impactful here than in other parts of the Controlled Parking Zone.
- 3.37 The parking survey which was carried out for this project, shows evidence of parking demand outstripping supply in the Haymarket area. On Haymarket Terrace and the immediately adjacent streets (Magdala Cres, Coates Gdns, and Rosebery Cres) there are approximately 160 parking spaces. During the busiest time (06:00-07:00) there were 185 vehicles parked on these streets. However, the survey suggests that many of these vehicles may have been loading, and the loading bays are not taken into account in the available parking spaces. As such, it is anticipated that the increase in loading capacity, combined with the plentiful availability of shared parking bays in the nearby West Coates area, will mitigate any negative impacts of the reduction in parking spaces on the surrounding areas.
- 3.38 A quick Summary of the proposed changes to loading and parking facilities in West Coates and Haymarket are provided in Tables 3 and 4 below, while more comprehensive information can be found in Appendix 12.

Table 5: Proposed Changes to Loading Bays in Haymarket

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
Haymarket Terrace	15	-	15	-	13	13
Coates Gardens	-	-	0	-	4	4
Rosebery Crescent	2	-	2	-	5	5
Total	17	0	17	0	22	22

Table 6: Proposed Changes to Parking Bays in Haymarket

Street	Existing				Proposed			
	Green way	P&D	Permit (Zone 1)	Total	Green way	P&D	Permit (Zone 1)	Total
Haymarket Terrace	-	-	-	0	-	-	-	0
Coates Gardens	3	3	-	6	-	-	-	0
Rosebery Crescent	-	2	2	4	-	-	-	0
Total	3	5	2	10	0	0	0	0

Morrison Street

- 3.39 At present on this street there is a Loading Bay on the North side with space for approximately 12 vehicles. Under the advertised Traffic Regulation Order for the CCWEL project there would have been a reduction in the size of this Loading Bay, from a 64m bay with space for up to 12 vehicles, to a 38m bay, with space for up to seven vehicles. However, following representations we are proposing a change to the advertised Traffic Regulation Order and have revised the designs. This will now be a 45m bay, with space for around nine vehicles. Please see Appendix 2 for Details.
- 3.40 The reduction in Loading space on Morrison Street is to allow for the introduction of a taxi rank, which would feed the proposed Haymarket Station taxi rank in the lay-by in front of the old station building – see below for more details.
- 3.41 In addition, the planning permission for the THE development on the South Side of Morrison Street includes the provision of a 30m Loading Bay, with space for around six vehicles.

Changes to Bus Lanes and Bus Stops

- 3.42 Two sections of bus lane on the A8 Wester Coates/Haymarket Terrace will be removed in order to facilitate the new segregated cycling facility and pedestrian crossing improvements. The sections which it is proposed to remove are:
- 3.42.1 Wester Coates Terrace to Wester Coates Road (eastbound direction); and
 - 3.42.2 Haymarket Yards to Wester Coates Road (westbound direction).
- 3.43 However, sections of bus lane will be retained on West Coates at the following locations where they offer most benefit for public transport users:
- 3.43.1 Wester Coates Road to Devon Place (eastbound direction); and
 - 3.43.2 Wester Coates Road to Roseburn (westbound direction).
- 3.44 A short section of Bus Lane will be introduced on the North side of Corstorphine Road, between Murrayfield Gardens and Murrayfield Avenue.
- 3.45 The Roseburn Gardens Bus Stop (on the North Side of Roseburn Terrace, opposite the Murrayfield Bar) will be relocated approximately 50m to the West. The new location will be on Corstorphine Road, on the bridge over the Water of Leith.
- 3.46 Lothian Buses has been consulted over the proposed changes to bus lanes and bus stops, and are satisfied with the proposals.

Haymarket Taxi Stance Arrangements

- 3.47 As it is proposed to introduce the new segregated cycle track along the north side of Haymarket Terrace, it is necessary to remove the existing taxi stance which is located on Haymarket Terrace west of Rosebery Crescent. This is the main taxi stance serving Haymarket railway station.
- 3.48 During the preliminary design stage, an exercise was undertaken to explore potential alternative locations for the taxi stance within the vicinity of the station. This exercise was carried out in conjunction with Elected Members and project stakeholders, including the taxi trade.
- 3.49 The preferred taxi stance arrangement is to reintroduce the main taxi stance at the pick-up/drop-off area outside the old Haymarket Station main entrance. As there is limited capacity for taxis at this location, the main stance would be supported by a feeder rank on the north side of Morrison Street. This feeder rank would be linked to the main stance using a camera/screen system, which would alert drivers within the feeder rank as to when there is space within the main stance outside the station.
- 3.50 Public pick-up/drop-off facilities will also be retained in the area outside the station.

- 3.51 Two separate statutory processes require to be undertaken to enable the proposed changes:
- 3.51.1 a Traffic Regulation Order is needed to introduce 24 hour waiting and loading restrictions along the length of the proposed main taxi stance and feeder rank; and
 - 3.51.2 the relocation of the taxi stance and introduction of the feeder tank is being promoted under the Civic Government (Scotland) Act 1982.
- 3.52 A separate report will be made to the Council's Regulatory Committee relating to any representations received to the separate Civic Government (Scotland) Act 1982 procedure.

Prohibited Entries

- 3.53 As part of the scheme design, it is proposed to prohibit vehicles accessing Roseburn Terrace from Roseburn Gardens. Whilst Roseburn Gdns will remain two-way, a one-way 'plug' at the north end of the road will prevent vehicles exiting.
- 3.54 This will prevent 'rat-running' along Roseburn Place and Roseburn Gardens, thereby removing a significant number of vehicles from these residential streets, and also providing a much more attractive environment for walking and cycling.
- 3.55 The current left-turn into Roseburn Gardens from Roseburn Terrace will be retained under the proposed design. The right turn into Roseburn Gardens from Roseburn Terrace will remain banned to avoid 'rat-running' in the opposite direction.
- 3.56 As part of the scheme design it is proposed to prohibit entry to Coates Gardens from Haymarket Terrace, providing safe crossing of the street for the two-way cycle track. Coates Gardens will remain a two-way street, a one-way plug at the south end of the road will prevent vehicles entering the street at this point.
- 3.57 Similarly, as part of the scheme design, it is proposed to prohibit entry to Rosebery Crescent from Haymarket Terrace. Rosebery Crescent will remain a two-way street, a one-way plug at the south end of the road will prevent vehicles entering the street at this point.
- 3.58 In line with commitments in the Council's Local Transport Strategy, cyclists will be exempted from the above prohibitions. Cycle contraflow/bypass facilities will be provided to allow cycle access to the streets mentioned above.

Improved Pedestrian Crossing Facilities

- 3.59 There will be significant improvements made to pedestrian crossing facilities across Murrayfield Avenue at its junction with Corstorphine Road. Currently pedestrians must cross three distinct sections of carriageway to make this movement, with poor visibility a major issue for pedestrians heading in an eastbound direction. Under the proposals slip lanes on the west and east of the junction will be closed, with the junction geometry tightened to provide a much simpler and easier crossing alignment and improved pedestrian visibility, as well as reduced traffic speeds.

- 3.60 There will also be significant improvements made to the pelican crossing over Roseburn Terrace adjacent to the Murrayfield Bar. At this point the width of the carriageway will be reduced and the existing two-stage pelican crossing will be replaced by a single stage Toucan crossing, allowing people on bikes and on foot to cross in one movement at this point.
- 3.61 At the eastern extent of Roseburn Terrace, at the junction with Roseburn Street and Russell Road there will be further enhancements to pedestrian crossing facilities. At present there is only a controlled pedestrian crossing across Roseburn Street. Under this project's design proposals two additional controlled pedestrian crossings will be installed over Roseburn Terrace, creating controlled pedestrian crossings over all three arms of this junction.
- 3.62 Along the length of West Coates there will be several improvements to pedestrian crossing facilities. At present there are two traffic light controlled crossings on West Coates. These are both in two stages and are not placed on pedestrian desire lines. In addition there is a single uncontrolled pedestrian crossing point with a narrow central refuge island.
- 3.63 Under the project proposals the existing signalled crossings will be replaced with single stage controlled crossings located on pedestrian desire lines. An additional uncontrolled crossing point with a central refuge island will also be installed, and both uncontrolled crossing points will be on pedestrian desire lines.
- 3.64 There will be significant improvements to pedestrian crossing facilities at Haymarket Terrace. Under the project design proposals a controlled crossing will be introduced across Haymarket Terrace between the Apex Haymarket Hotel, and the Apex 123 office block. This will remove a significant detour currently required to cross the road at this point.

Statutory Consultation

- 3.65 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft Traffic Regulation Order was advertised between Friday 20 April and Friday 18 May.
- 3.66 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft Redetermination Order was advertised during the same period.
- 3.67 Just under 4,500 letters were delivered to businesses and residents along the CCWEL route and streets surrounding the area covered by the Orders. In addition, public drop-in sessions were held within the local area – at 6a Murrayfield Place, Roseburn on Tuesday 17 April, and at the Apex Haymarket Hotel, Haymarket on Thursday 19 April. The purpose of these exhibition sessions was to enable members of the local community to view the advertised plans and speak to members of the CCWEL project team before submitting representations. Across both days more than 190 people attended including local residents, business owners and staff from surrounding workplaces.

- 3.68 31 representations included at least one objection to the advertised Traffic Regulation Order, and 36 included at least one objection to the advertised Redetermination Order. These representations are summarised in Appendix 8.
- 3.69 The 31 objections to specific aspects of the Traffic Regulation Order raised within the representations relate to:
- 3.69.1 Loading on Roseburn Terrace; Haymarket Terrace; Morrison Street, and; Murrayfield Place.
 - 3.69.2 Parking in the Roseburn and West Coates areas.
 - 3.69.3 Prohibited Movements on Roseburn Gardens, Coates Gardens and Rosebery Crescent.
 - 3.69.4 Proposed Layout of Bus Lanes.
 - 3.69.5 Taxi Rank Design at Haymarket Station.
- 3.70 The 36 objections to specific aspects of the Redetermination Order raised within the representations relate to:
- 3.70.1 Traffic and Congestion associated with narrowing the carriageway at Roseburn Terrace; Murrayfield Avenue; Roseburn Street/ Russell Road; West Coates, and; Haymarket Terrace.
 - 3.70.2 Proposed Alignment of Cycle Route along the A8 instead of the existing NCN1 route alignment.
 - 3.70.3 Interaction between Cyclists and Pedestrians at crossings, bus stops and along route in general.
 - 3.70.4 Emergency Vehicle Access to Roseburn Park.
 - 3.70.5 Design of Side Road Crossings.
- 3.71 43 representations were supportive of the proposals. In addition, 12 of the representations which objected to some aspect(s) of the project, did highlight support for other aspects. The issues raised as positive included:
- 3.71.1 The introduction of a segregated cycle track along a main road into the city centre.
 - 3.71.2 Additional Pedestrian crossings over the A8 at various locations.
 - 3.71.3 The prohibited exit from Roseburn Gardens.
 - 3.71.4 Cycle and Pedestrian priority at Side Road Crossings.
 - 3.71.5 The public realm improvements associated with Rejuvenating Roseburn (see paragraph 9.10, and Appendix 11).
 - 3.71.6 The potential for the proposals to reduce congestion on Roseburn Terrace.
 - 3.71.7 The relocation of the Bus Stop on the North Side of Roseburn Terrace.

- 3.72 In addition, 24 representations included suggestions for changes to the TRO and RSO, or general suggestions. Those suggestions which have led to design changes, or the potential for such changes, are outlined below:
- 3.72.1 Establish a Northbound one way system on Magdala Crescent and associated one-way system around Eglinton and Glencairn Crescents, along with traffic calming measures.
 - (i) We are proposing to discuss this further with the Local Community with a view to take appropriate improvements through a separate Traffic Regulation Order in the coming months.
 - 3.72.2 Install a Zebra crossing over the mouth of Magdala Crescent.
 - (i) We are proposing to include a parallel crossing (effectively a Zebra crossing which can be used by pedestrians and cyclists) within the designs as a change to the advertised order.
 - 3.72.3 Move the City Car Club spaces from Russell Road into the adjacent Car Park.
 - (i) We are proposing to include this as a change to the advertised order.
 - 3.72.4 Reduce the length of the Cycle Track on Roseburn Gardens to allow more space for parking.
 - (i) We are proposing to reduce the length of the One-Way 'Plug' and the cycle track on Roseburn Gardens, however the impact of this change on parking is minimal.
 - 3.72.5 Build out the kerbline at the Eastern extent of the Taxi Rank in front of Haymarket Station to discourage taxis from stopping across the cycle lane adjacent to the tram lines.
 - (i) A build out will be included in the designs to be taken forward as part of the existing cycle/ tram safety improvement project, subject to a Road Safety Audit.
- 3.73 The following suggestions were also received, but were not deemed appropriate to be included as part of the project designs.
- 3.73.1 Install Traffic Lights at the junction of Russell Road and Roseburn Street.
 - 3.73.2 Prohibit the right-turn from Roseburn Terrace to Roseburn Street.
 - 3.73.3 Install Traffic Lights/ Controlled Crossing at the junction of Murayfield Avenue and Corstorphine Road.
 - 3.73.4 Prohibit Parking and Loading on Roseburn Terrace.
 - 3.73.5 Prohibit Parking on West Coates.
 - 3.73.6 Carry out a trial of the project designs.
 - 3.73.7 Remove the Cycletrack on Stanhope Street.

- 3.73.8 Allocate short stay parking on Murrayfield Place as one hour (instead of two hour) maximum stay.
- 3.73.9 Install Yellow Box at the mouth of Murrayfield Place where it meets Murrayfield Avenue.
- 3.73.10 Close Rosebery Crescent North of its junction with Rosebery Crescent lane.
- 3.73.11 Install bollards on the separation strip between the carriageway and the cycle track to protect it from illegal parking activities.

Next Steps

- 3.74 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, if a representation is made objecting to the advertised Traffic Regulation Order on the grounds of loading provision and the representation is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent Reporter appointed in accordance with the requirements of the 1999 Regulations.
- 3.75 If Members accept the recommendations in this report, officials will request that the Scottish Government arranges the necessary public hearing at the earliest opportunity. A further report on the outcomes of that process will then be brought to Committee.
- 3.76 If the advertised Traffic Regulation Order is deferred to await the outcome of a public hearing, this could delay implementing the improvements by between 9 and 18 months. Therefore, in order to allow the scheme to proceed without undue delay, it is recommended that the Committee set aside all those representations which do not relate to loading, and give approval to make the Order in part. This will allow the Council to expedite the delivery of this phase of the scheme, omitting the four specific areas referred to in paragraph 3.58.1 where loading related representations have been received. These locations are shown in Appendix 10.
- 3.77 For the four areas omitted from the Order in part, the proposed way forward is as follows:
 - 3.77.1 Continue discussions with relevant objectors, and invite them to withdraw their objections.
 - 3.77.2 Assuming there will be some outstanding objections contact Scottish Government to request a Public Hearing.
 - 3.77.3 All relevant parties will be notified of Public Hearing date at least 16 weeks in advance.

- 3.78 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a Redetermination Order must be referred to Scottish Ministers. It is therefore recommended that the Committee agrees that Officers will refer to Scottish Ministers the 36 representations which were received to the Redetermination Order. The process that Scottish Ministers use to reach their determination on the Order is at their discretion. They may decide to hold a public hearing to consider the representations but this is not a mandatory requirement.

4 Measures of success

- 4.1 The principal measure of success for the CCWEL scheme will be an improved, more attractive environment along the project route, particularly for pedestrians and cyclists. The scheme has significant potential to increase levels of walking and especially cycling in the catchment areas of the route.
- 4.2 In December 2016, it was agreed with Elected Members and the Executive Director of Place that, following a 12-month period after implementation, a comprehensive review of the operation of the scheme is undertaken, especially at the Roseburn section given local concerns at the time. As such, a full project monitoring plan is currently being developed which will cover a range of issues.

5 Financial impact

- 5.1 The Council was awarded £175,000, by Sustrans' Community Links programme, to assist with further design work in the 2016/17 financial year. This was match funded from the Council's Capital Cycling Budget.
- 5.2 The Council was subsequently awarded £150,000 by Sustrans Scotland's Community Links programme to assist with further design work in the 2017/18 financial year. This has been match funded from the Council's Capital Cycling Budget.
- 5.3 From 2018/19 Sustrans Community Links funding will be available to fully fund the design and development aspects of capital projects without any requirement for match funding.
- 5.4 The Council submitted an application for £424,962, to contribute to the remaining aspects of design and project development. This application has been successful and the Council has been awarded this funding from Sustrans Scotland for the 2018/19 financial year.
- 5.5 From 2018/19 Sustrans Scotland has provisionally approved the availability of Community Links funding for the delivery of this project for the coming three financial years.

- 5.6 Though Sustrans Community Links funding allocated for construction requires 50% match, Sustrans allow Local Authorities to 'pool' their match funding across the Council area. This 'pool' may include Council capital expenditure on active travel related schemes, Section 75 Developer contributions towards active travel related schemes, and active travel investment made directly by third parties within the Council area.
- 5.7 It is anticipated that there will be a contribution of £300,000 from the Edinburgh St James redevelopment and up to £2.9 million from the cycling capital budget. However it is likely that the latter will be reduced, making use instead of funding for other projects that are already planned along the route (see 5.6).
- 5.8 The initial costings exercise which was carried out in 2015 provided an estimated total cost for the construction of the CCWEL project (excluding George Street) as approximately £7.2M, including a 44% Optimism bias.
- 5.9 A revised cost estimate for the project, including design, construction and site supervision costs is currently in development.

6 Risk, policy, compliance and governance impact

- 6.1 The Council has been successful in its application for full funding for the remaining aspects of project design and development during 2018/19 through the Sustrans' Community Links grant funding programme. Should the recommendations of this report not be approved following a successful bid in this grant fund, there is a financial and reputational risk to the Council.
- 6.2 The project covered by this report, is one of the most important components of the Council's Active Travel Action Plan and its delivery is forecast to make significant progress towards achieving the Action Plan's targets. The project is also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy. There are no significant; health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

7 Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the City Centre West to East cycle scheme commenced during the initial design phase of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Key equality considerations currently identified include:

7.3 Positive Impacts

- 7.3.1 Younger people are less confident cycling on the road and as such more likely to be involved in road traffic collisions. Therefore a measure that reduces the risk of collision with motor vehicles will have a positive impact on people in these age groups by allowing them to cycle confidently along route previously unsuitable.
- 7.3.2 Segregated routes are designed to be suitable for an unaccompanied 12 year old child to cycle. This will allow children to be more independent.
- 7.3.3 Improvement to existing streetscape at areas such as Melville St/Walker St junction will improve the pedestrian aspects of the junction and in turn improve disability access.
- 7.3.4 Better crossing facilities for those who can't walk too far to find a safe road crossing through an increase in crossing points.
- 7.3.5 Safer pavements for those who use mobility aids, and less trip hazards.
- 7.3.6 Broad consultation exercise to encourage participation in public life.

7.4 Negative Impacts

- 7.4.1 introducing segregated cycle facilities will result in an additional section of road space which disabled persons will need to navigate to cross the road, access bus stops or parking/loading bays.
- 7.4.2 care is required in providing suitable crossing points for all road users to prevent any unsafe crossing manoeuvres.
- 7.4.3 clear deviation between cycle tracks and footway should be provided along the whole route, particularly where they are at the same level.
- 7.4.4 traffic may be diverted away from the route and may have a negative 'wider area' impact on the general environment and on health and safety of the public in general and local residents in particular, this will particularly affect those with existing health and mobility issues.
- 7.4.5 the reduced parking provision and reduced road width (and consequent restrictions on waiting) will make access to the streets more difficult for those dependent on the private car. This is a particular issue on key streets such as Roseburn Terrace, Haymarket Terrace and Melville Street.
- 7.4.6 Segregated facilities introduce a barrier to accessing of bus stops, parking bays and crossing facilities. Care should be taken to provide suitable crossing points at key locations and avoid section where trip hazards could affect disabled users.

- 7.4.7 Some of the planned cycle improvement schemes contain upgraded sections of shared use path and/or footway. While upgraded paths and footways themselves improve conditions for the disabled, the Edinburgh Access Panel has highlighted shared use paths in general as a particular problem for many disabled people. Their comments indicate that the inconsiderate behaviour of some cyclists on shared use paths is a concern to them and can lead to poor relations between this group and cyclists.
- 7.5 Stakeholder Organisations representing both visually impaired and mobility impaired users have been engaged with during the development of project designs. The project team have met with representatives from Guide Dogs Scotland, the Edinburgh Access Panel and, the Mobility and Access Committee for Scotland.
- 7.6 The Council will continue to work with these, and any other stakeholder organisations who represent the interests of mobility and visually impaired users in the development of the 3D designs to ensure that the needs of protected groups are met by the project design proposals.

8 Sustainability impact

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

9 Consultation and engagement

- 9.1 The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. The results of an initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16 have been published on the Council's consultation hub website.
- 9.2 Following this exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

- 9.3 Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.
- 9.4 The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progress of the detailed design, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.
- 9.5 All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains 2,207 email addresses, and project updates are sent out on a roughly monthly basis.
- 9.6 The SLO has attended every meeting of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so to provide regular updates on the progress of the scheme. The SLO has also ensured that the West End Community Council are kept up to date with the progress of the project.
- 9.7 In developing the Detailed Designs meetings were held with Sustrans Scotland, Living Streets, Guide Dogs Scotland, Mobility Access Commission Scotland, Murrayfield Community Council and West End Community Council to discuss the detailed design proposals. In addition the designs were sent to Spokes, who submitted responses via email. The RNIB were invited to a meeting but did not respond.
- 9.8 In advance of the statutory period of consultation for the Traffic Regulation Order and Redetermination Order approximately 4,470 leaflets were circulated to all residential and business premises in the surrounding area, two community drop-in sessions were held with over 190 people in attendance, and a dedicated Project Update was circulated to the 2,207 emails on the project mailing list. In addition the SLO visited all businesses on Roseburn Terrace and Haymarket Terrace, to ensure they were aware of this process.
- 9.9 Handouts were distributed at the drop-in sessions outlining the design proposals and explaining how to respond to a Traffic Regulation Order and Redetermination Order statutory consultation, this handout is available online, and the information was included in the distribution leaflets and in the Project Update which was sent to the mailing list.

- 9.10 A dedicated consultation and engagement project “Rejuvenating Roseburn” has been developed to progress designs for improved public realm within the Roseburn area to be delivered as part of this project. The results of this activity are also available online and the consultation report, and the latest draft designs are included in Appendix 11.

10 Background reading/external references

- 10.1 Report to the Future Transport Working Group on 16 December 2016, '[City Centre West to East Cycle Link and Street Improvements Project](#)'.
- 10.2 Report to the Transport and Environment Committee on 30 August 2016; '[City Centre West to East Cycle Link and Street Improvements Project: Consultation Results and Potential Project Amendments](#)'.
- 10.3 Report to the Transport and Environment Committee on 3 June 2014; '[Development of Major Cycling and Walking Projects](#)'.

Paul Lawrence

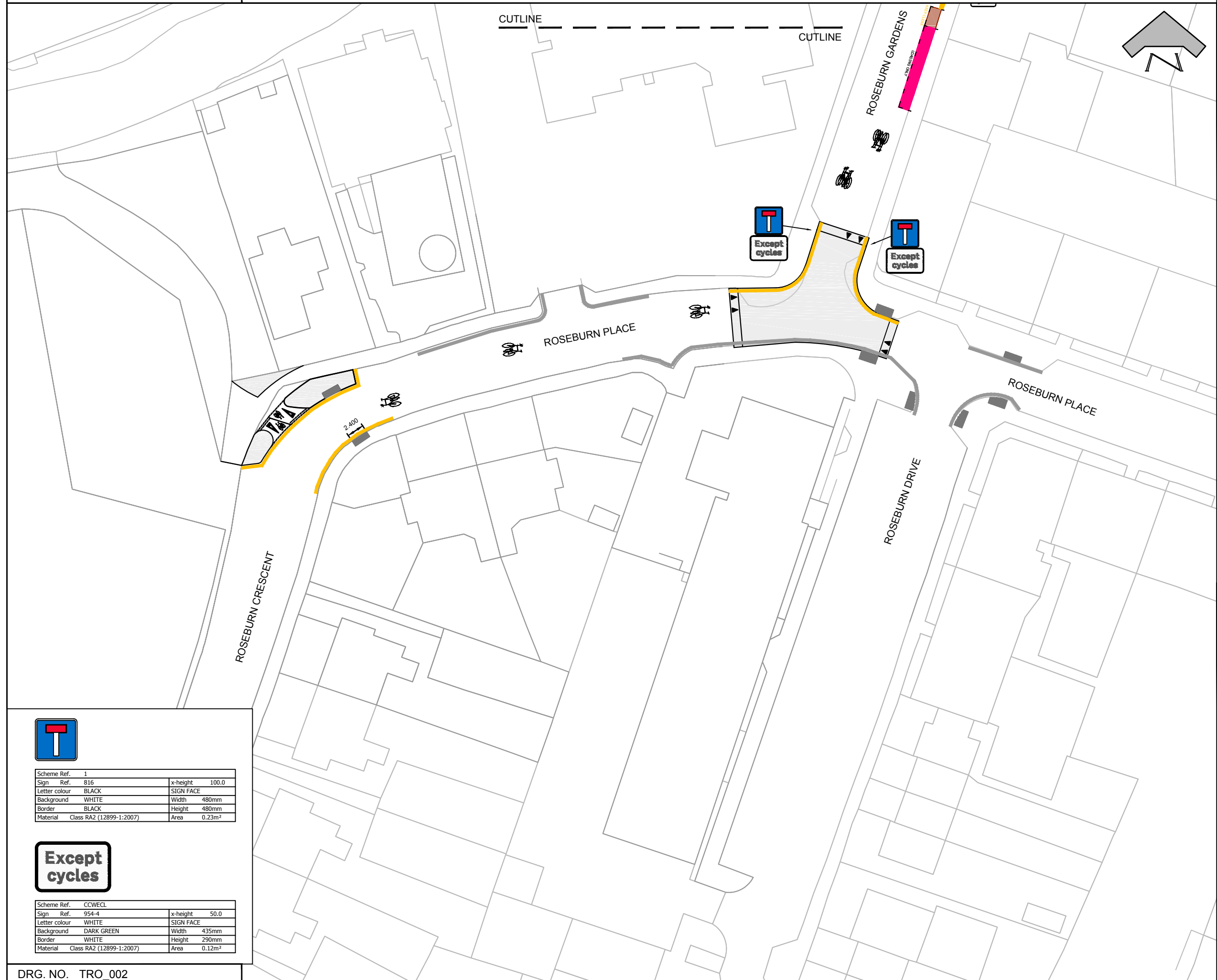
Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

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

11 Appendices

- Appendix 1 – CCWEL Section 1 Advertised Proposals (TRO)
- Appendix 2 – CCWEL Section 1 Edited Proposals (TRO)
- Appendix 3 – CCWEL Section 1 Advertised Proposals (RSO)
- Appendix 4 – CCWEL Section 1 Edited Proposals (RSO)
- Appendix 5 – CCWEL Section 1 Route Corridor – Current Layout Roseburn
- Appendix 6 – CCWEL Section 1 Route Corridor – Current Layout West Coates
- Appendix 7 – CCWEL Section 1 Route Corridor – Current Layout Haymarket
- Appendix 8 – Representations Summary Sheet
- Appendix 9 – Council Responses to Representations
- Appendix 10 – Areas to be Omitted from the TRO
- Appendix 11 – Rejuvenating Roseburn Report
- Appendix 12 – Detailed Summary of Changes to Parking and Loading



NOTES:

KEY

- Loading bay
- Domestic bin bay
- Double yellow line marking: no waiting at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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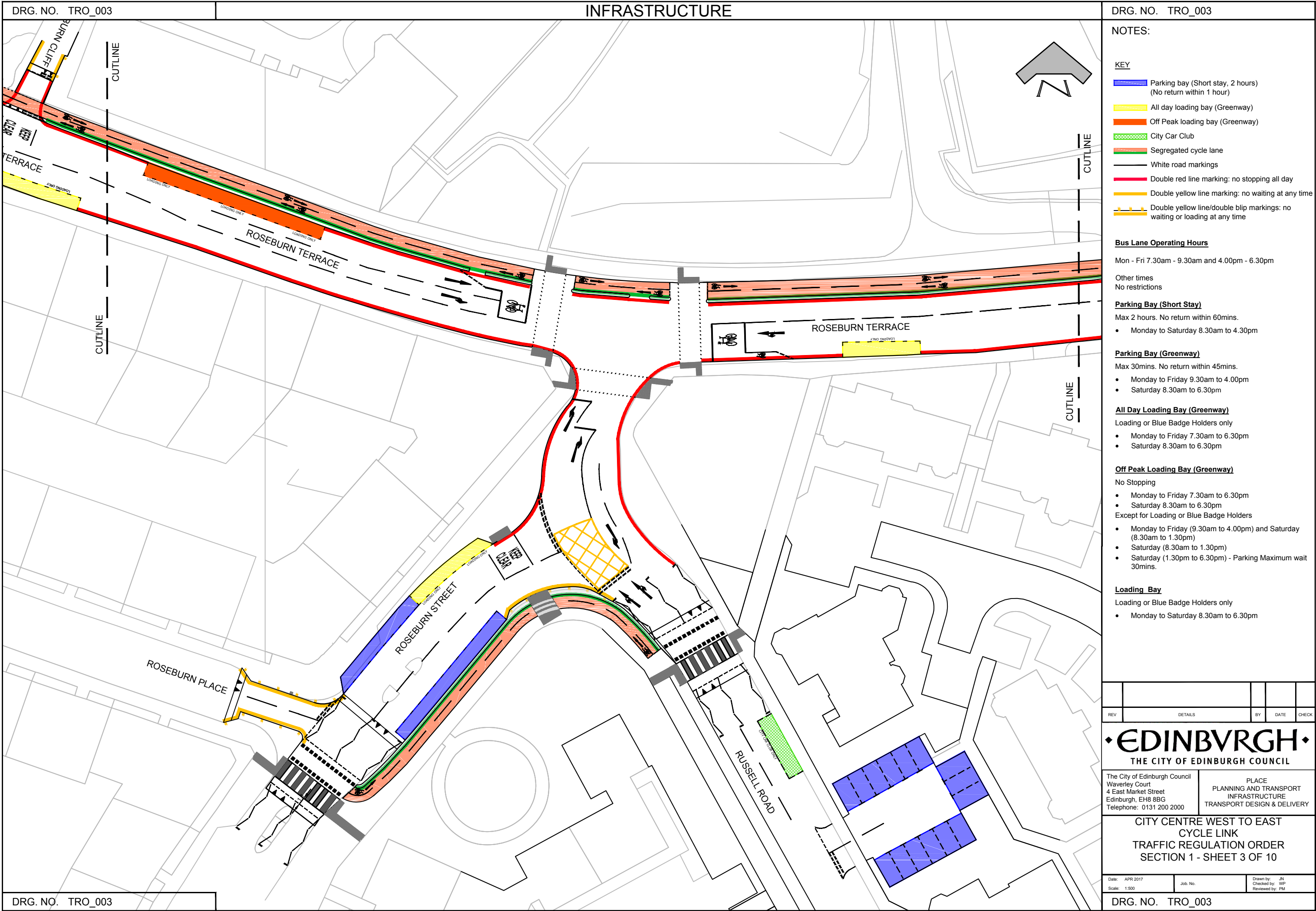
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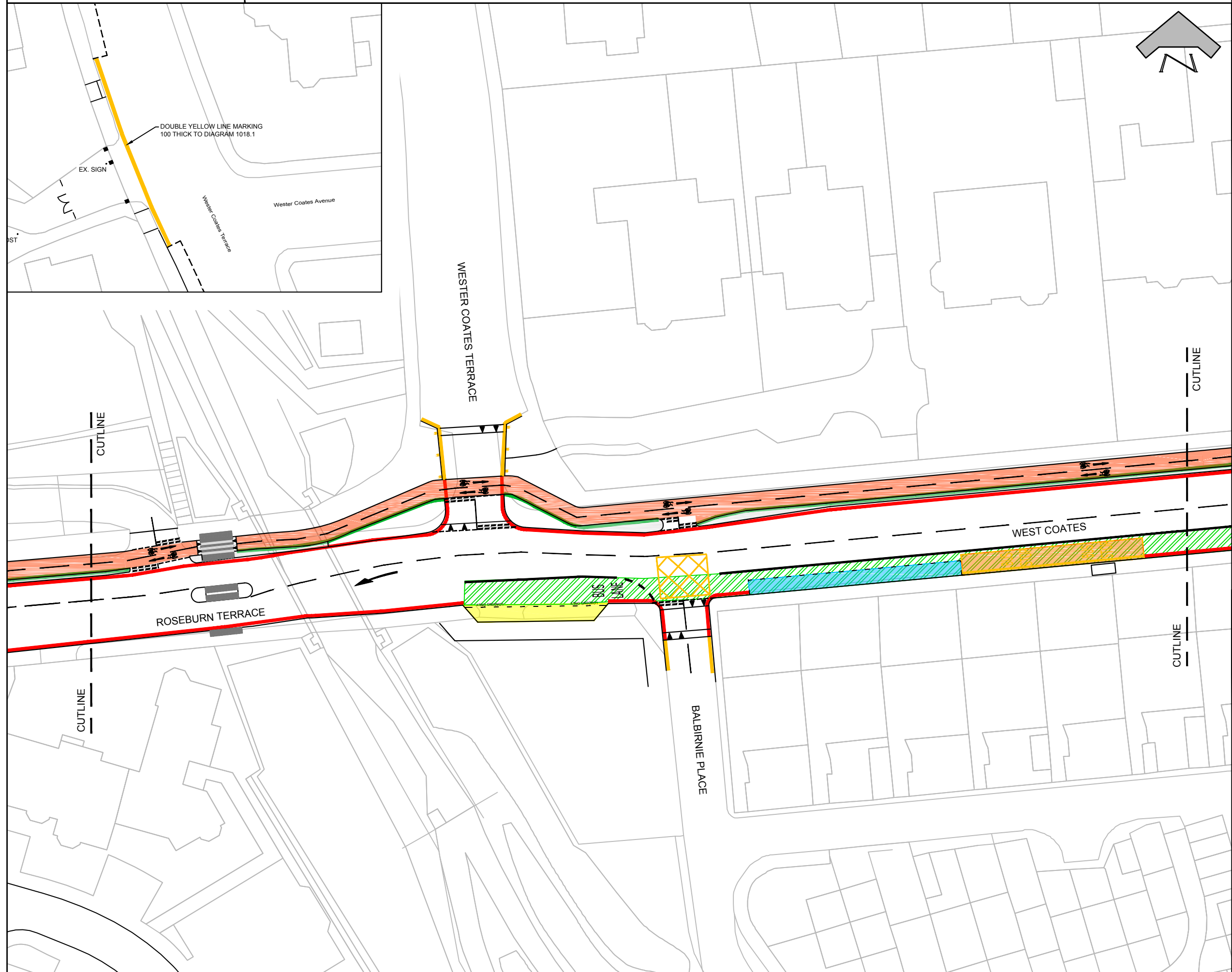
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NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway)
-  All day loading bay (Greenway)
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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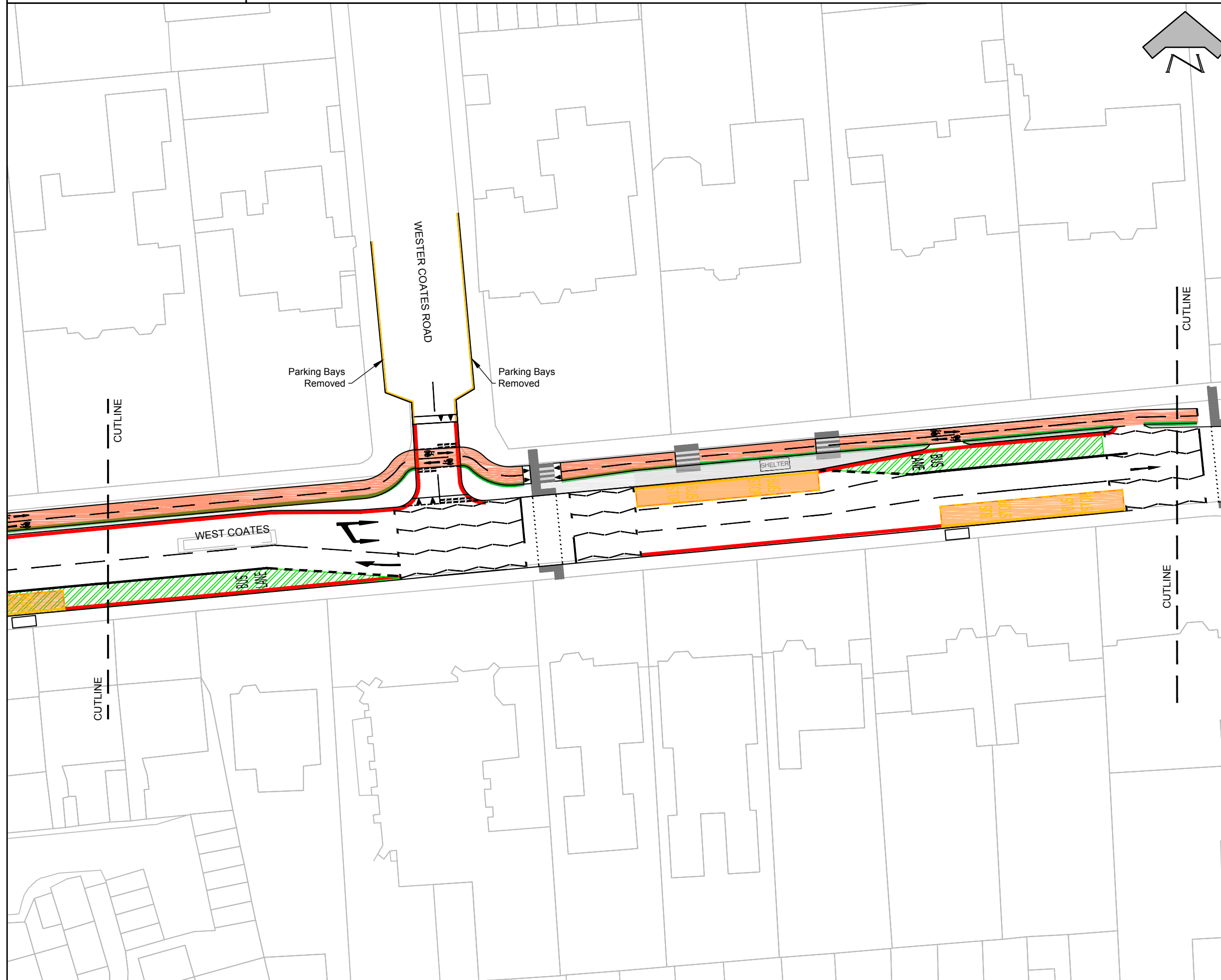
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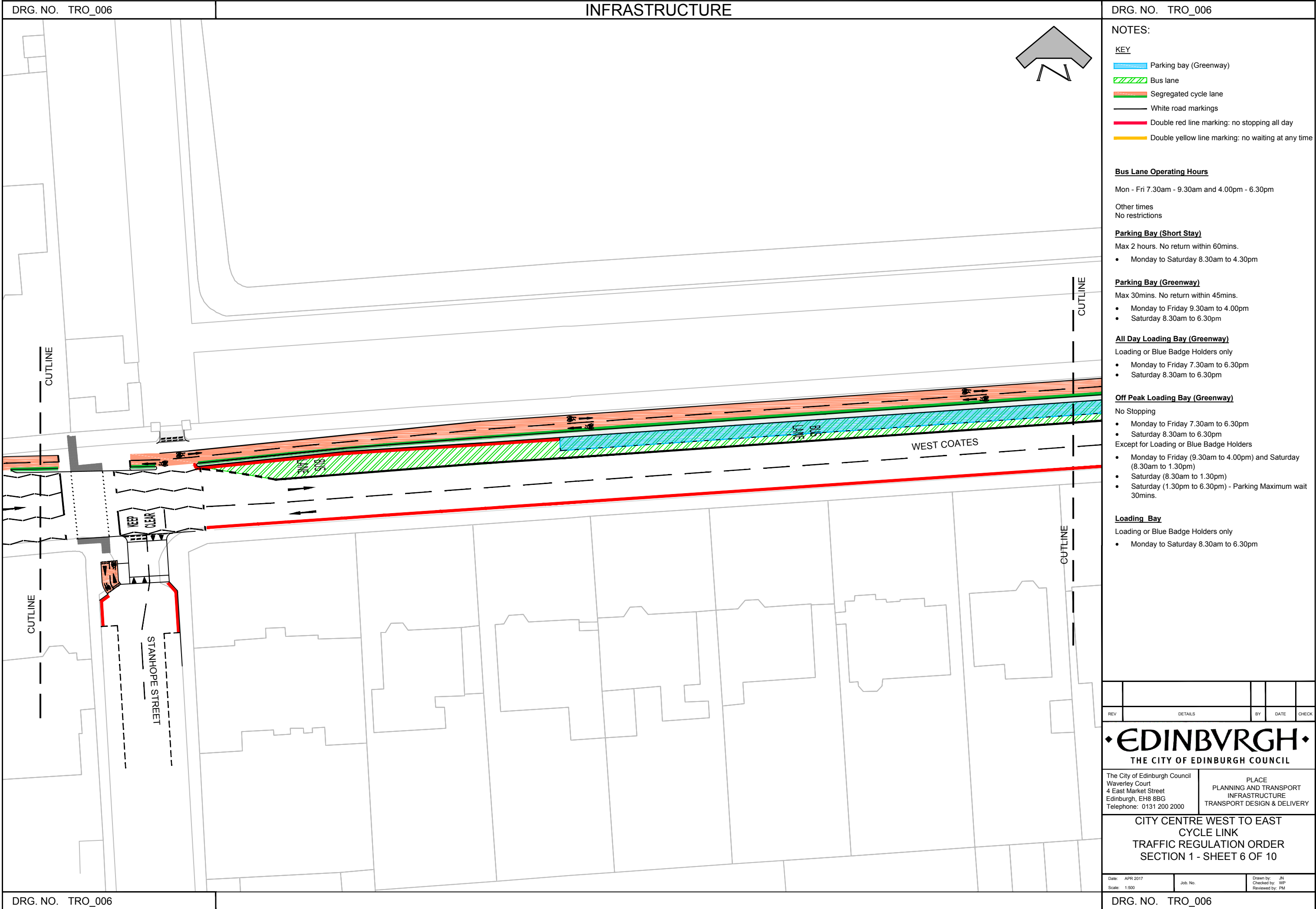
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INFRASTRUCTURE

NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway)
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	No restrictions
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Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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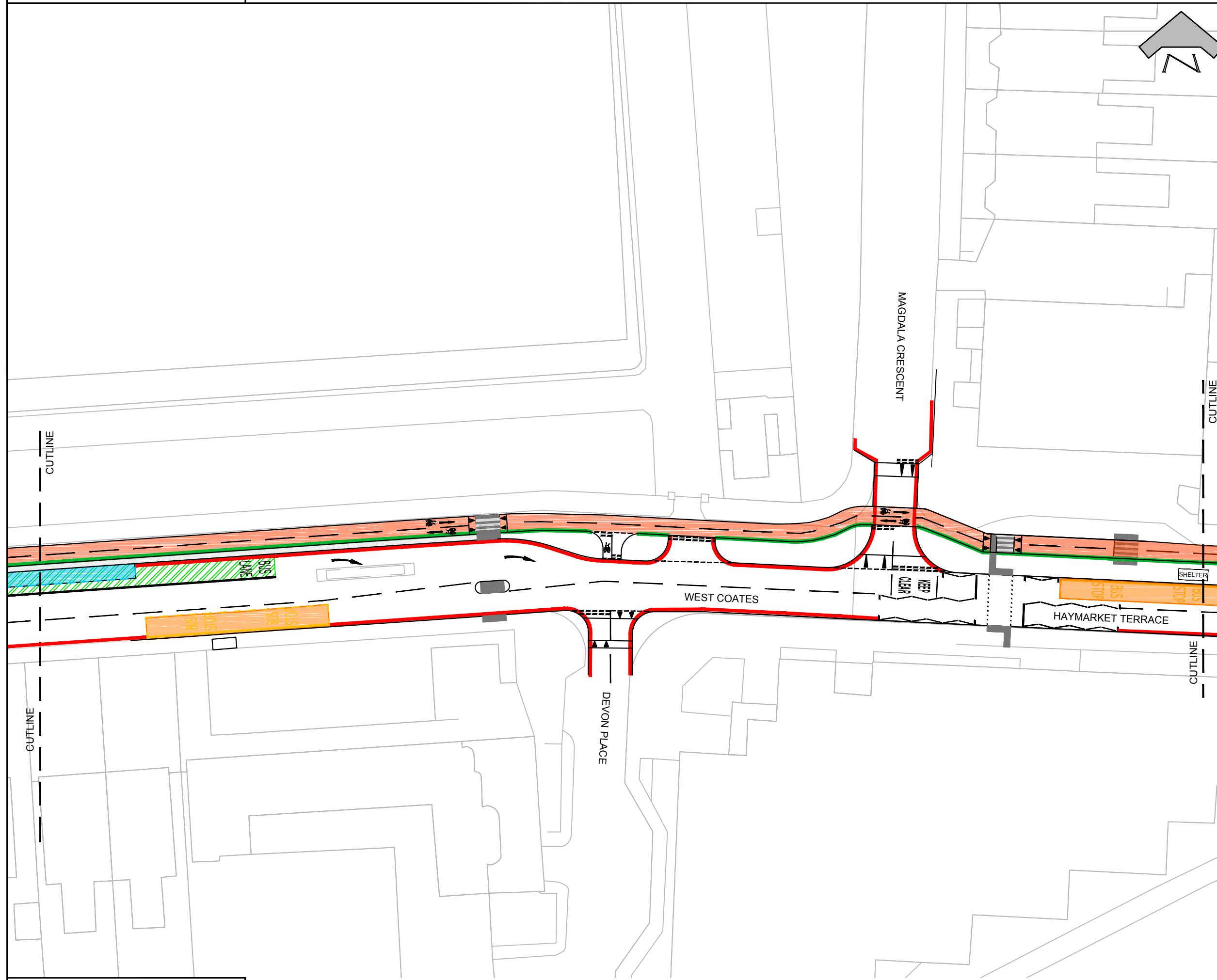
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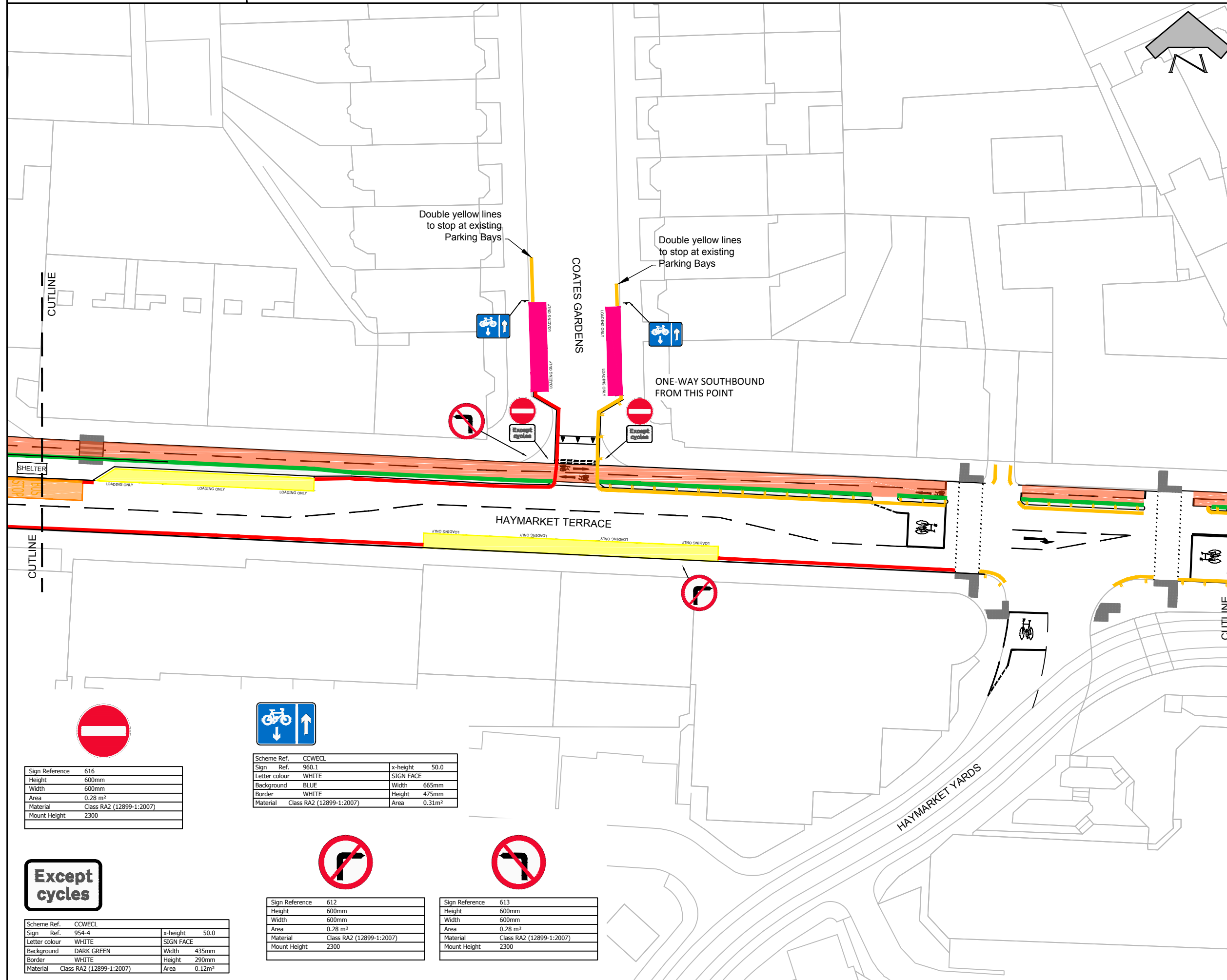
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KEY

-  Bus stop
-  All day loading bay (Greenway)
-  Loading bay
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blue blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times
No restrictions

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
 - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
 - Saturday (8.30am to 1.30pm)
 - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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KEY

-  Bus stop
-  Loading bay
-  Taxi bay
-  On-street cycle lane
-  Segregated cycle lane
-  White road markings
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blue bays: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times
No restrictions

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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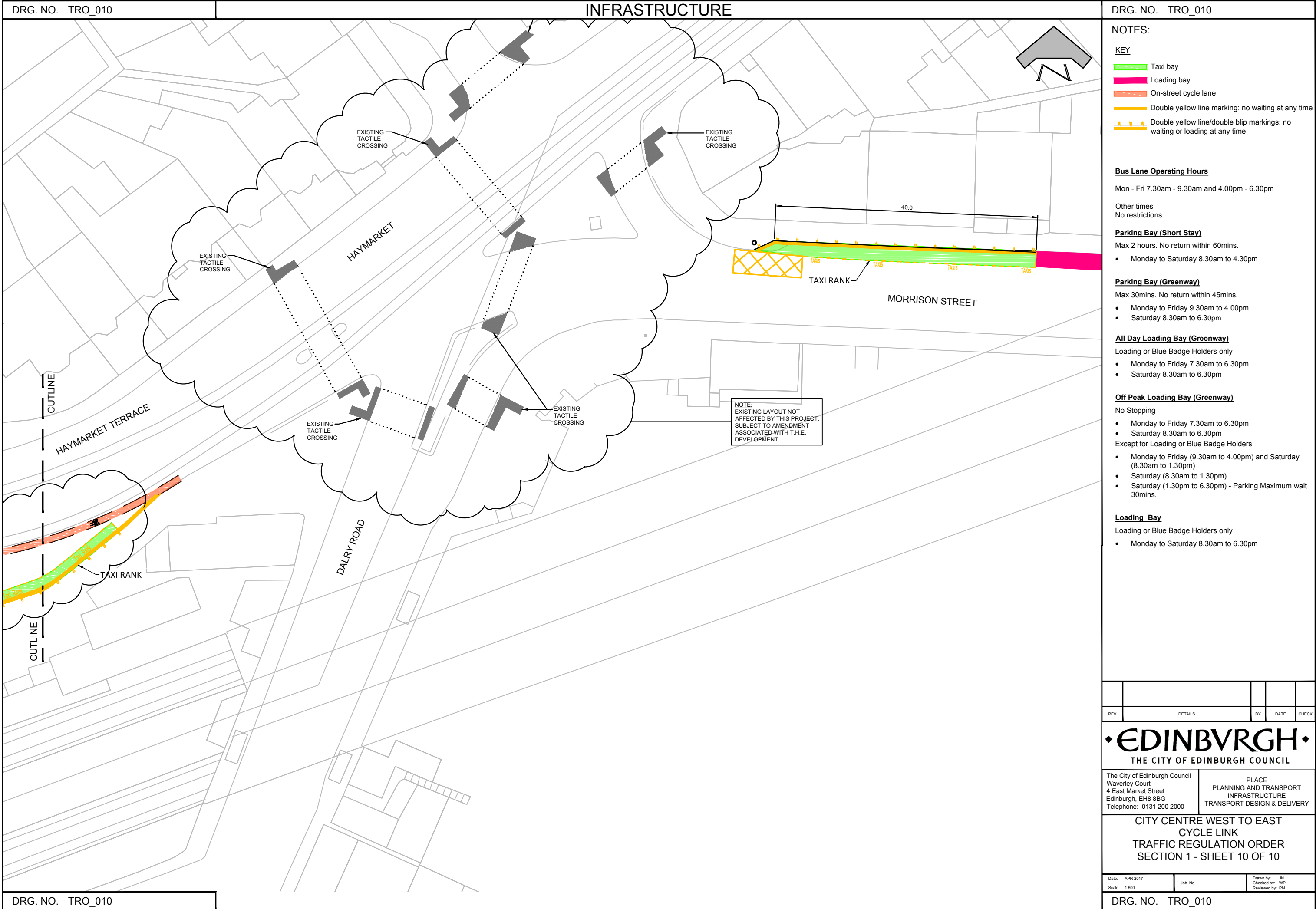
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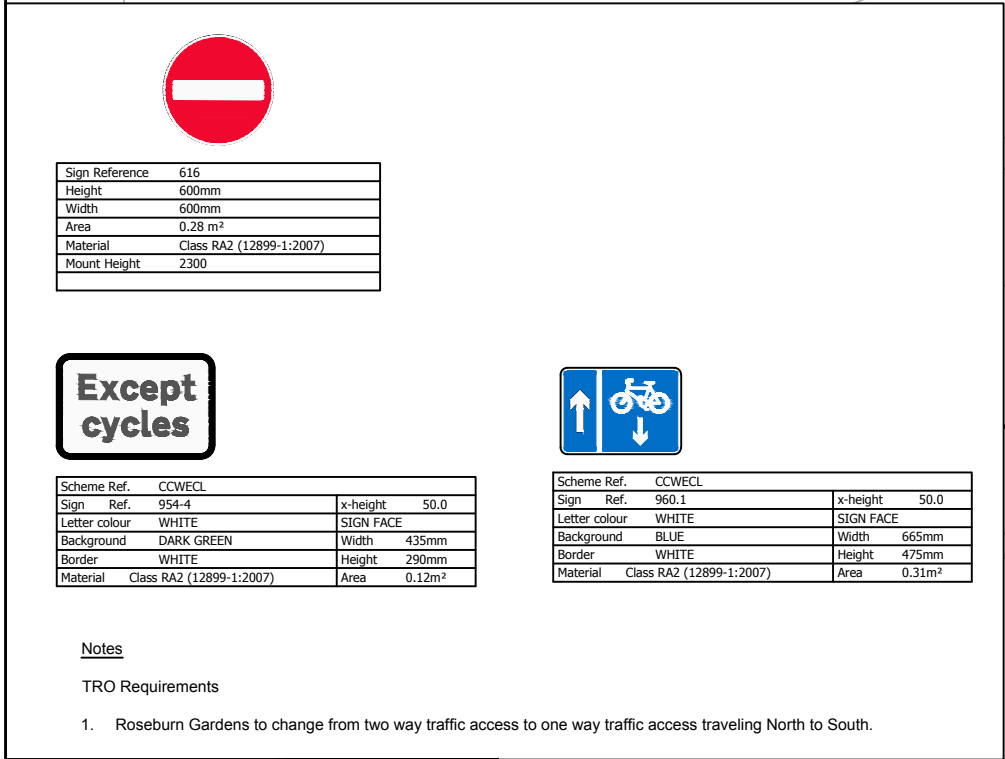
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INFRASTRUCTURE



NOTES:

KEY

-  Bus stop
-  Parking bay (Short stay, 2 hours)
(No return within 1 hour)
-  Parking bay (Greenway) - 30mins Max stay
-  All day loading bay (Greenway)
-  Loading bay
-  Bus lane
-  Domestic bin bay
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Single red line marking: no stopping part day
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times
No restrictions

- **Parking Bay (Short Stay)**
Max 2 hours. No return within 60mins.
Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay
Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

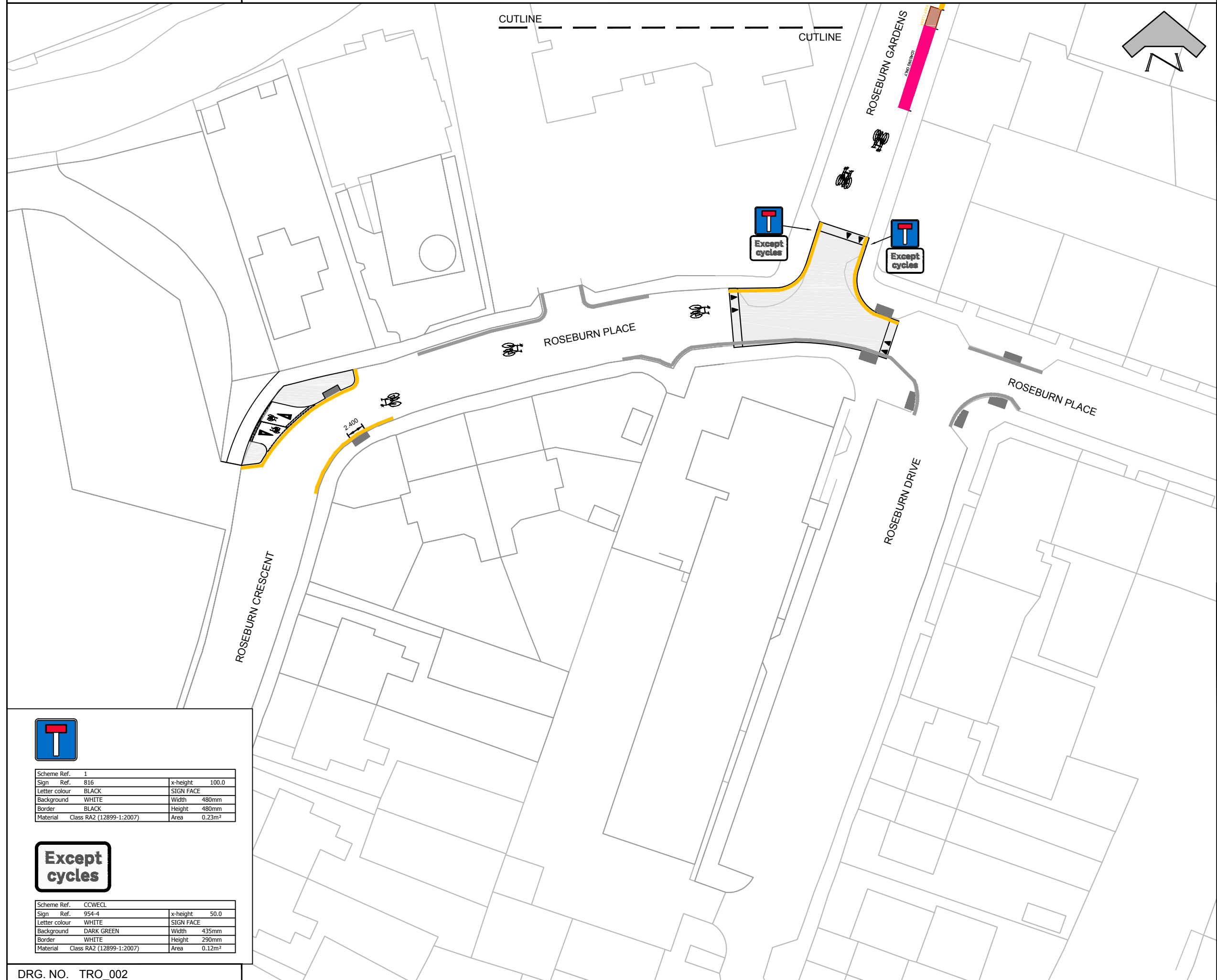
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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 1 OF 10

Date: APR 2017	Job. No.	Drawn by: JN
Scale: 1:500		Checked by: WP Reviewed by: PM



NOTES:

KEY

- Loading bay
- Domestic bin bay
- Double yellow line marking: no waiting at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

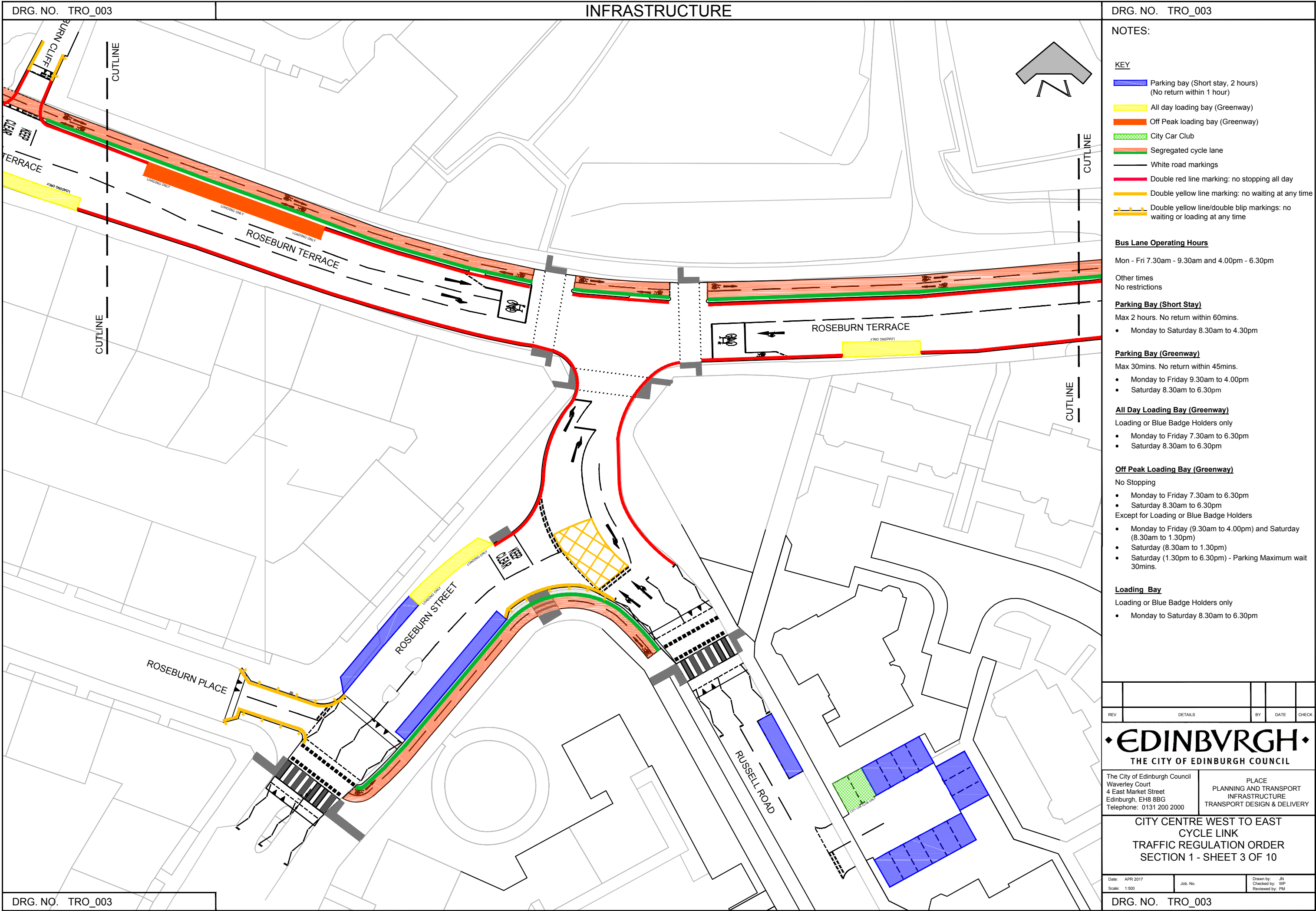
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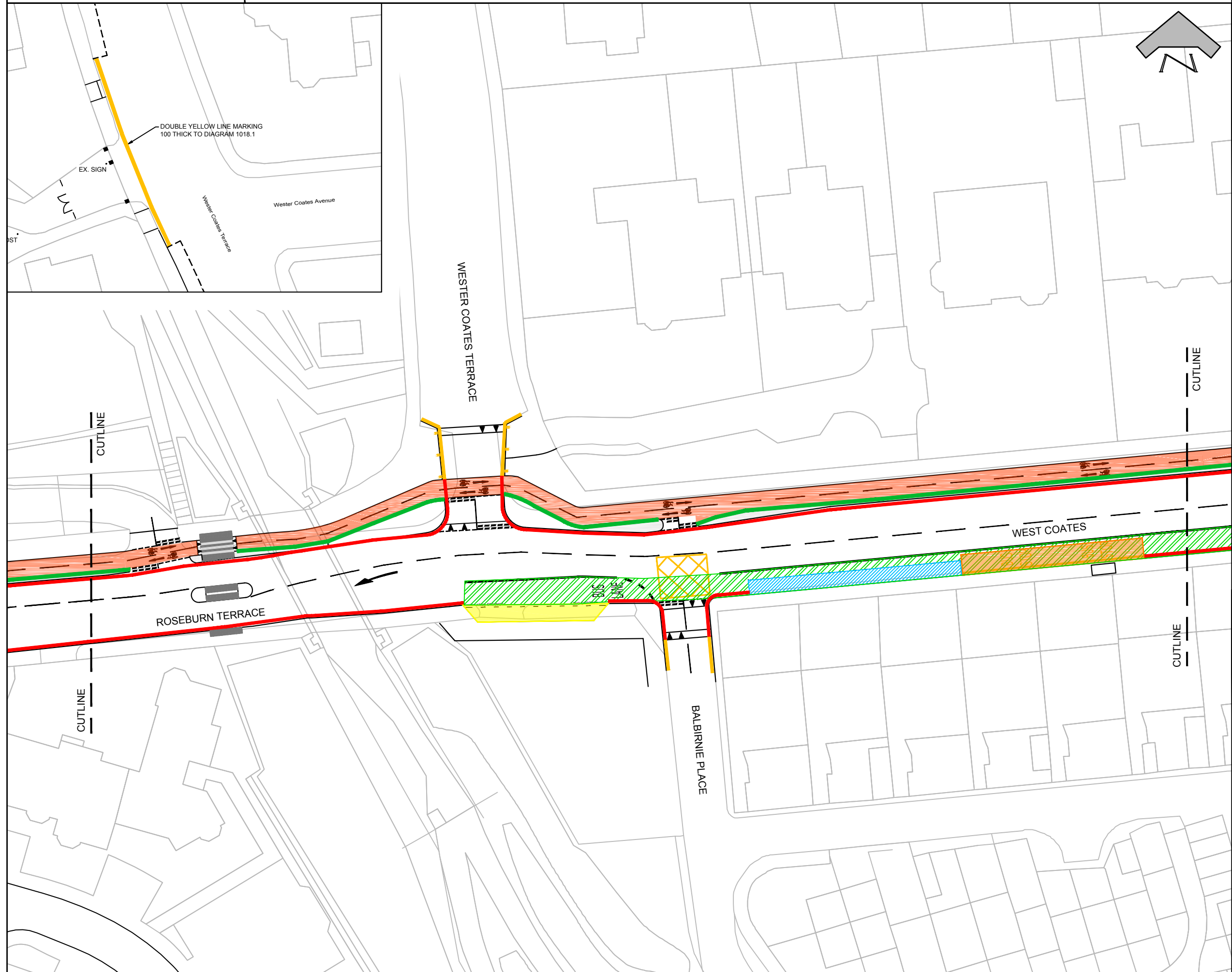
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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 2 OF 10










Date: APR 2017	Job. No.	Drawn by: JN Checked by: WP Reviewed by: PM
Scale: 1:500		





NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway) - 60mins Max stay
-  All day loading bay (Greenway)
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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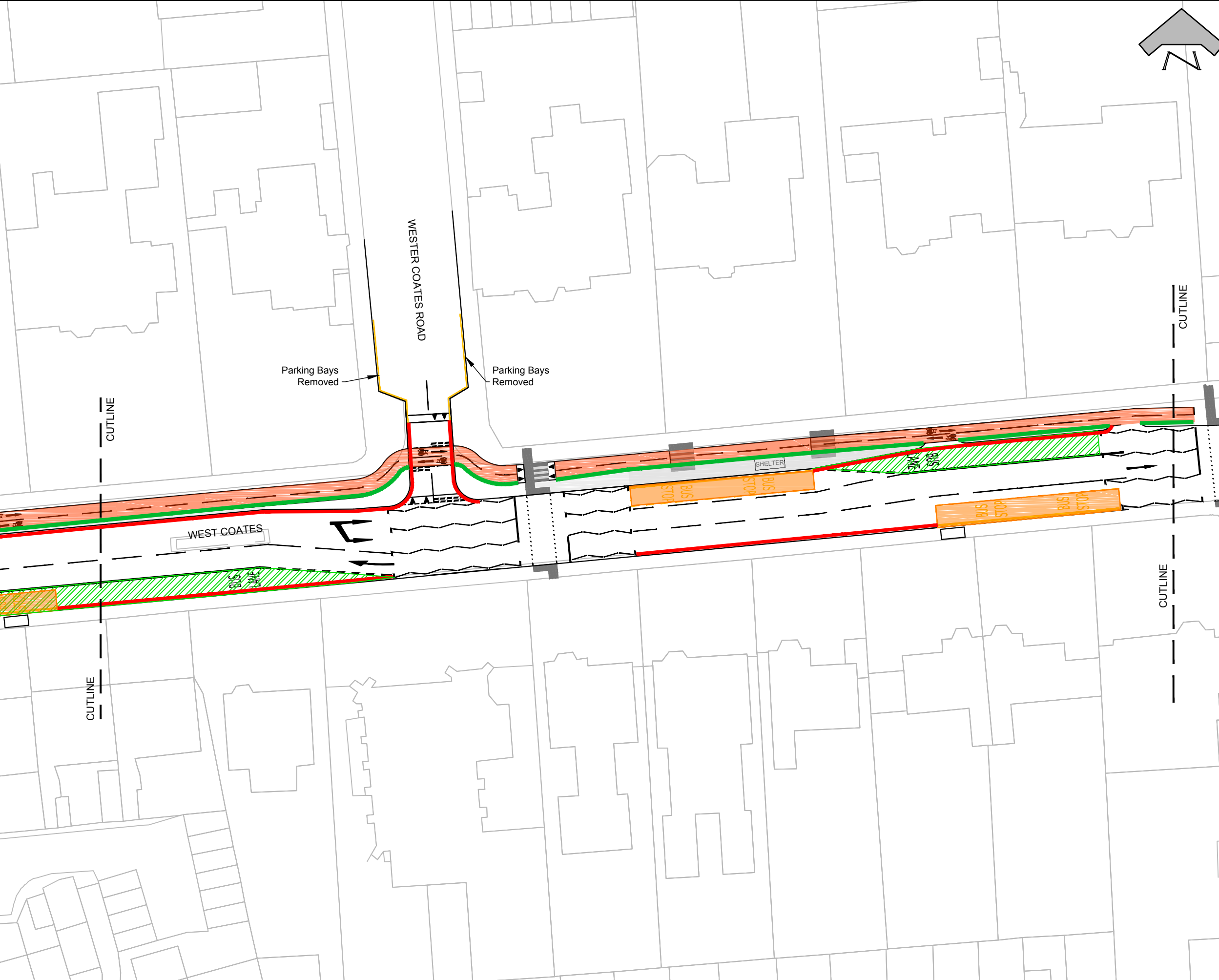
CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 4 OF 10

Date: APR 2017

Scale: 1:500







Job No. _____

Drawn by: JN
Checked by: WP
Reviewed by: PM



NOTES:

KEY

-  Bus stop
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Single yellow line marking: waiting restriction

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

- Monday to Saturday 8.30am to 4.30pm

- | | | | | | | |
|-------------------------------|--|--|--|--|--|--|
| Parking Bay (Greenway) | | | | | | |
|-------------------------------|--|--|--|--|--|--|

Parking Bay (Greenway)

- Monday to Friday 9.30am to 4.00pm

- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

- Monday to Friday 7.30am to 6.30pm

- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

- Monday to Friday 7.30am to 6.30pm

- Saturday 8.30am to 6.30pm
Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)

- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

- Monday to Saturday 8.30am to 6.30pm

- _____

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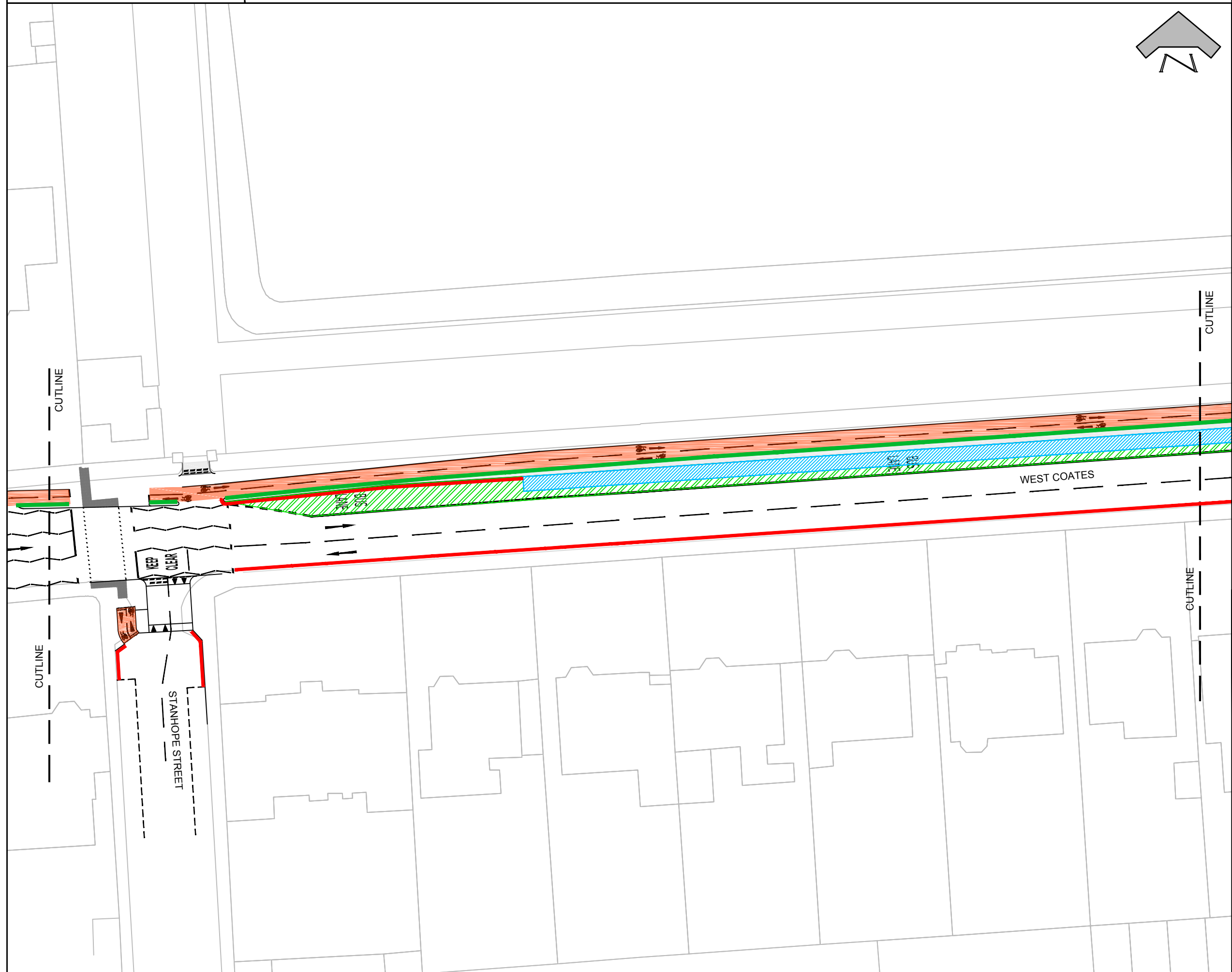
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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 5 OF 10

Date: APR 2017
Scale: 1:500






Job. No.

Drawn by: JN
Checked by: WP
Reviewed by: PM



NOTES:

KEY

-  Parking bay (Greenway) - 60mins Max stay
-  Bus lane
-  Segregated cycle lane
- White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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CITY CENTRE WEST TO EAST CYCLE LINK TRAFFIC REGULATION ORDER SECTION 1 - SHEET 6 OF 10

Date: APR 2017
Scale: 1:500








Job. No. _____

Drawn by: JN
Checked by: WP
Reviewed by: PM

INFRASTRUCTURE

NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway) - 60mins Max stay
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	No restrictions
-------------	-----------------

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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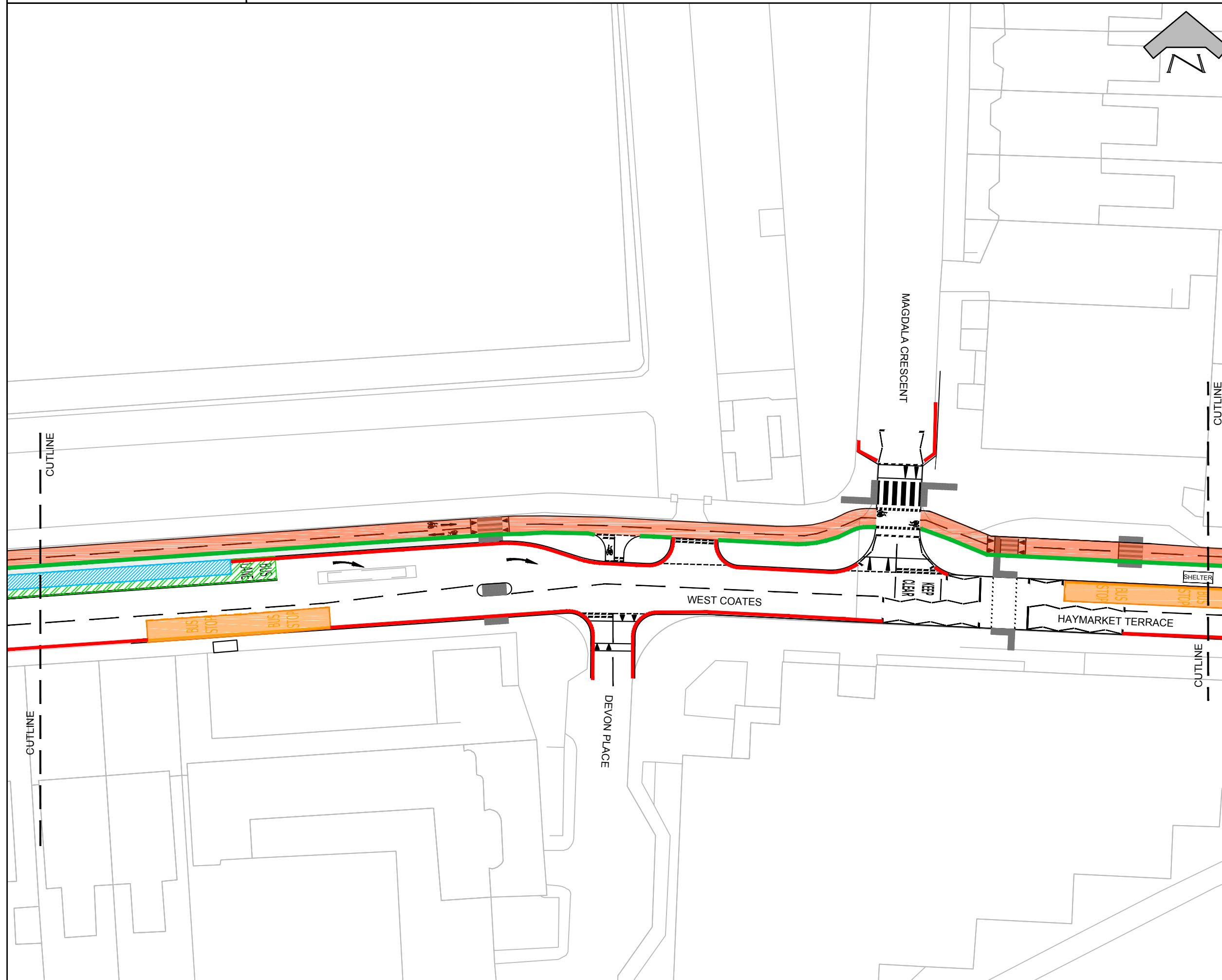
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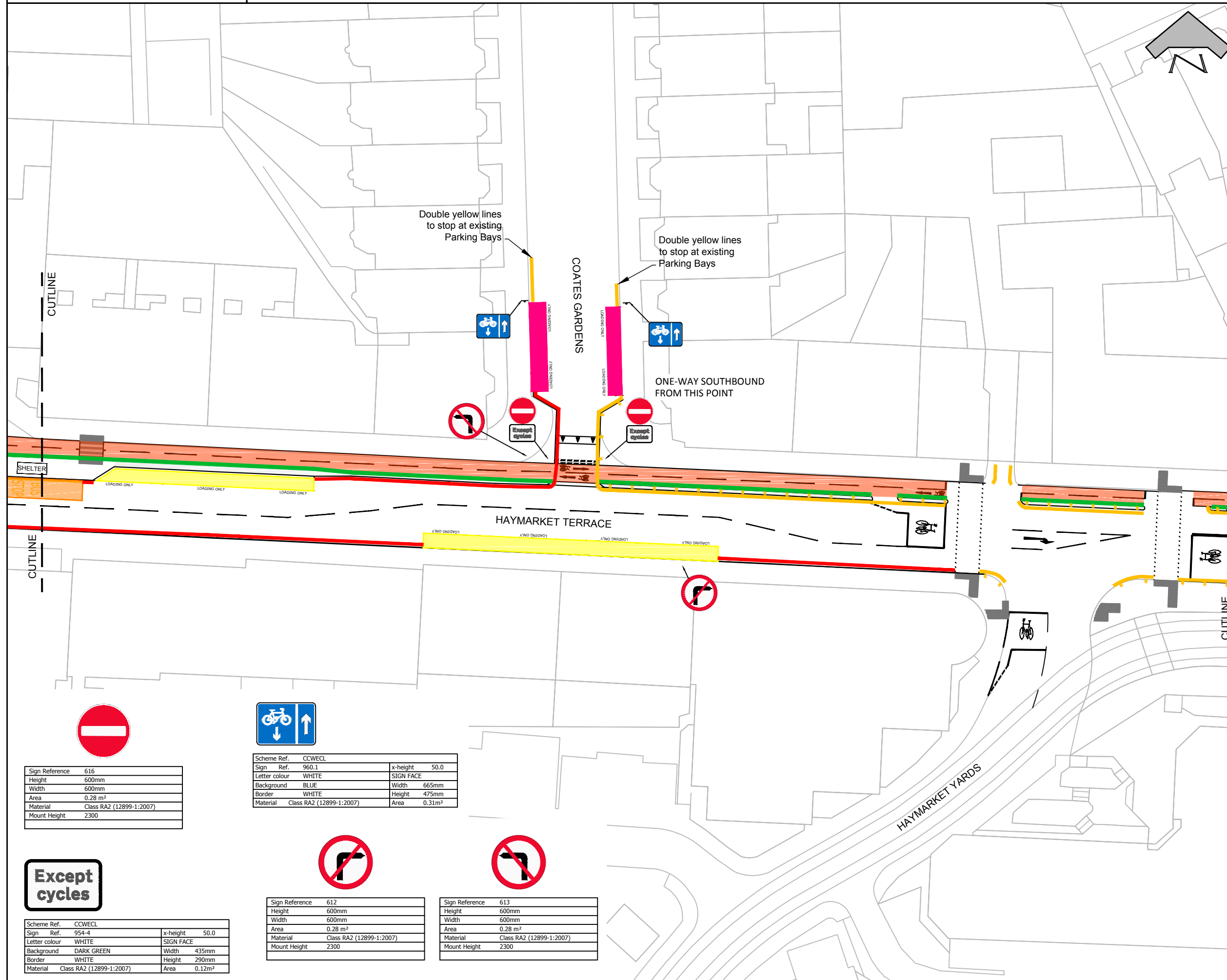
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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 7 OF 10

Date: APR 2017	Job. No.	Drawn by: JN
Scale: 1:500		Checked by: WP
		Reviewed by: PM





- KEY
-  Bus stop
 -  All day loading bay (Greenway)
 -  Loading bay
 -  Segregated cycle lane
 -  White road markings
 -  Double red line marking: no stopping all day
 -  Double yellow line marking: no waiting at any time
 -  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times
No restrictions

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
 - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
 - Saturday (8.30am to 1.30pm)
 - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 8 OF 10

Date: APR 2017	Job. No.	Drawn by: JN
Scale: 1:500		Checked by: WP
		Reviewed by: PM

KEY

-  Bus stop
-  Loading bay
-  Taxi bay
-  On-street cycle lane
-  Segregated cycle lane
-  White road markings
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times
No restrictions

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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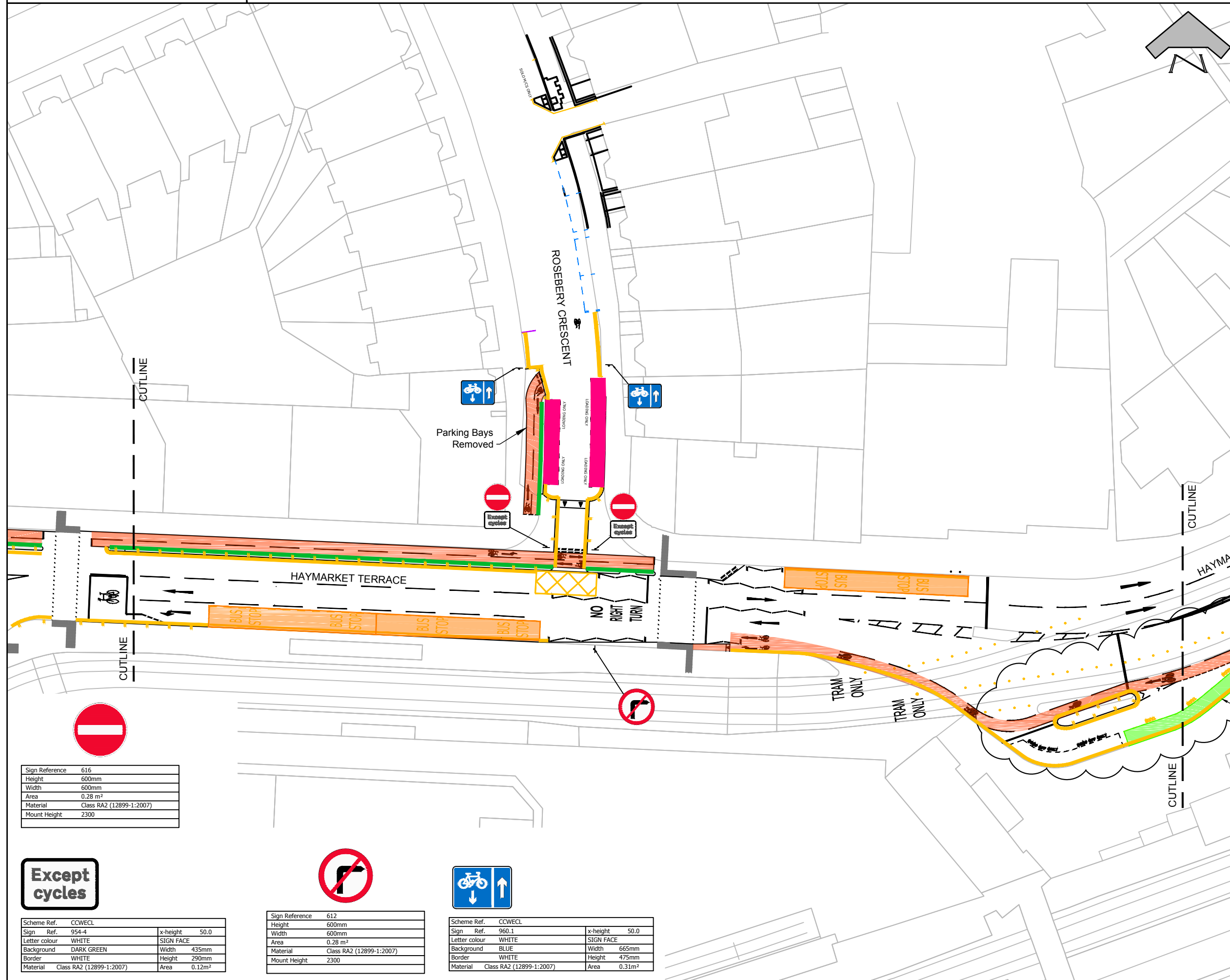
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CITY CENTRE WEST TO EAST
CYCLE LINK
TRAFFIC REGULATION ORDER
SECTION 1 - SHEET 9 OF 10

Date: APR 2017	Job. No.	Drawn by: JN
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DRG. NO.	TRO 009
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Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m ²
Material	Class RAZ (12899-1:2007)
Mount Height	2300

Except cycles

Scheme Ref.	CCWECL		
Sign Ref.	954-4	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	DARK GREEN	Width	435mm
Border	WHITE	Height	290mm
Material	Class RA2 (12899-1:2007)	Area	0.12m ²






Sign Reference	612
Height	600mm
Width	600mm
Area	0.28 m ²
Material	Class RA2 (12899-1:2007)
Mount Height	2300

Scheme Ref.	CCWECL		
Sign Ref.	960.1	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	665mm
Border	WHITE	Height	475mm
Material	Class RA2 (12899-1:2007)	Area	0.31m ²



NOTES:

KEY

-  Taxi bay
-  Loading bay
-  On-street cycle lane
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time

Bus Lane Operating Hours

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times	
No restrictions	

Parking Bay (Short Stay)

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

Parking Bay (Greenway)

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

All Day Loading Bay (Greenway)

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Off Peak Loading Bay (Greenway)

No Stopping	
-------------	--

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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CYCLE LINK
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SECTION 1 - SHEET 10 OF 10

Date: APR 2017	Job. No.	Drawn by: JN
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DRG. NO.	TRO_010
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CUTLINE

CUTLINE

ROSEBURN GARDENS

ROSEBURN PLACE


ROSEBURN PLACE


ROSEBURN DRIVE

ROSEBURN CRESCENT


NOTES:

KEY

 Existing carriageway redetermined as footway
(Z3, H4, I4)

 Existing footway redetermined as carriageway
(F4, G4)

 Existing carriageway redetermined as cycletrack (E4)

 Existing footway redetermined as cycletrack
(A4)

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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 2 OF 10

Date: APR 2017

Scale: 1:500

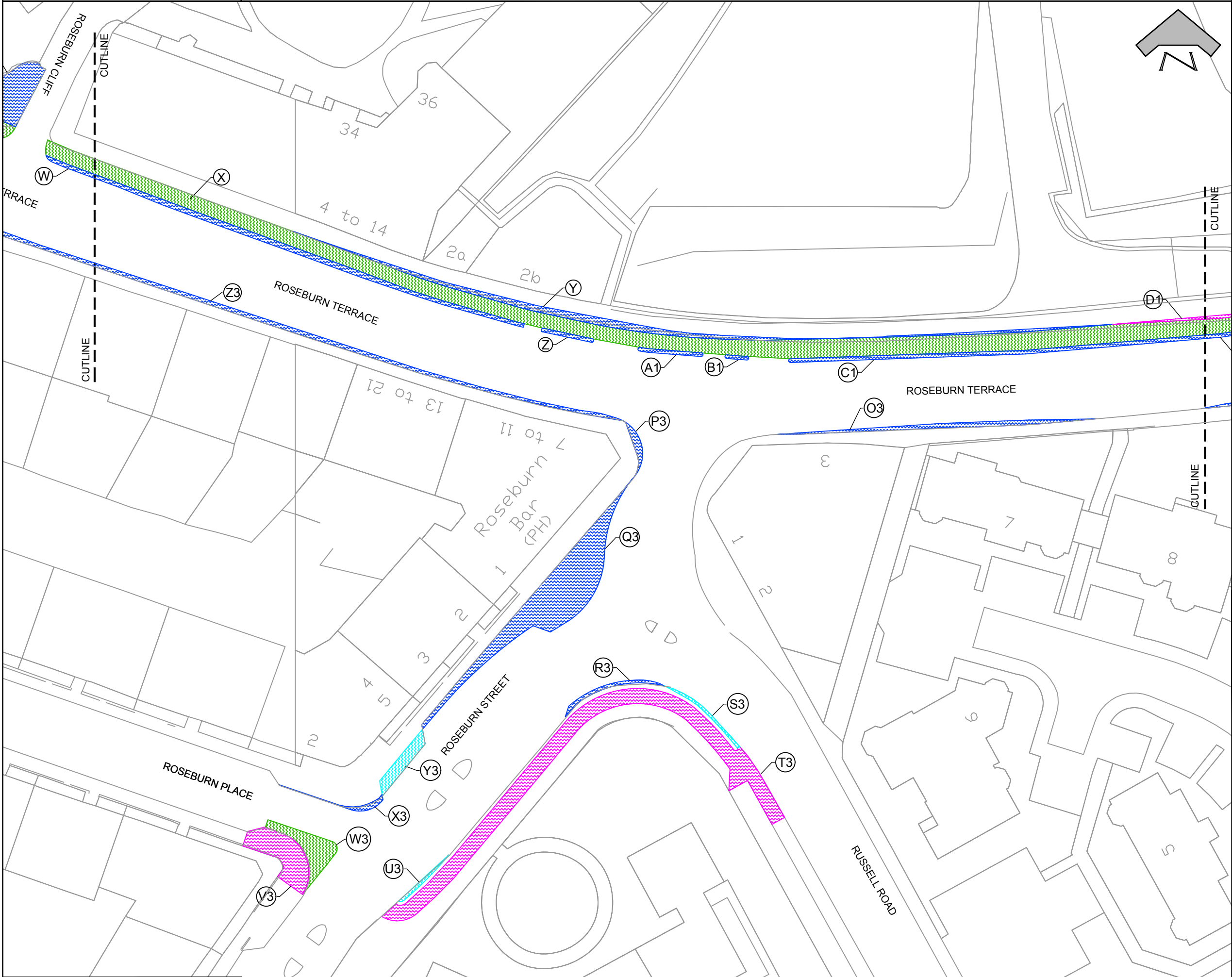
Job. No.

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DRG. NO.	RSO-002
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DRG. NO. RSO-002

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NOTES:

KEY

- Existing carriageway redetermined as footway (W, Y, Z, A1, B1, C1, O3, P3, Q3, R3, X3)
- Existing footway redetermined as carriageway (S3, Y3, U3)
- Existing carriageway redetermined as cycletrack (X, W3)
- Existing footway redetermined as cycletrack (D1, T3, V3)

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**CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 3 OF 10**


Date: APR 2017 Scale: 1:500	Job No.	Checked by: JN Reviewed by: PM
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DRG. NO. RSO-003

NOTES:

KEY

 Existing carriageway redetermined as footway
(C1, F1, K1, L1, N1, N3)

 Existing footway redetermined as carriageway (H1, I1)

 Existing carriageway redetermined as cycletrack
(X, E1, M1)

 Existing footway redetermined as cycletrack
(D1, G1, J1)

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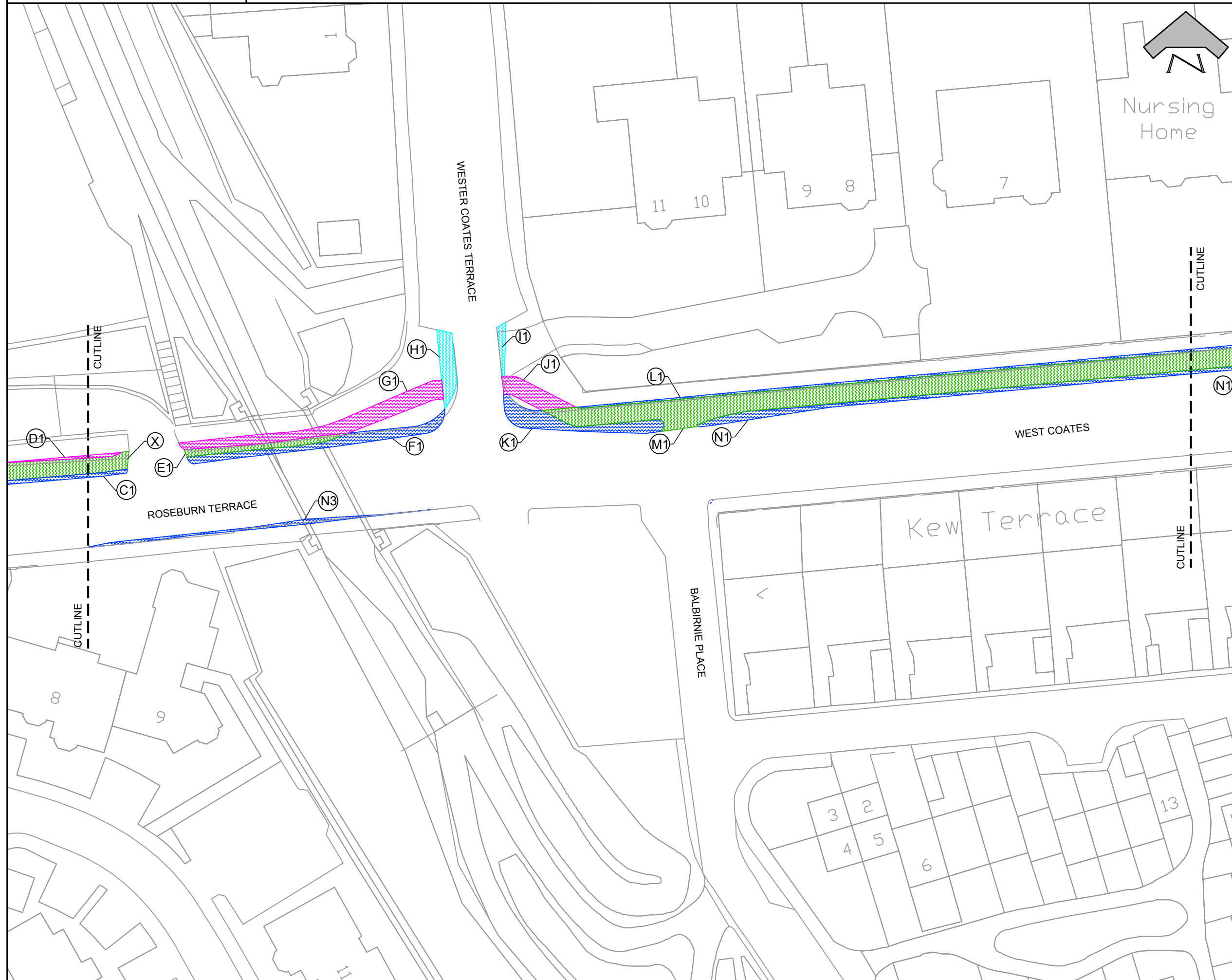
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CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 4 OF 10

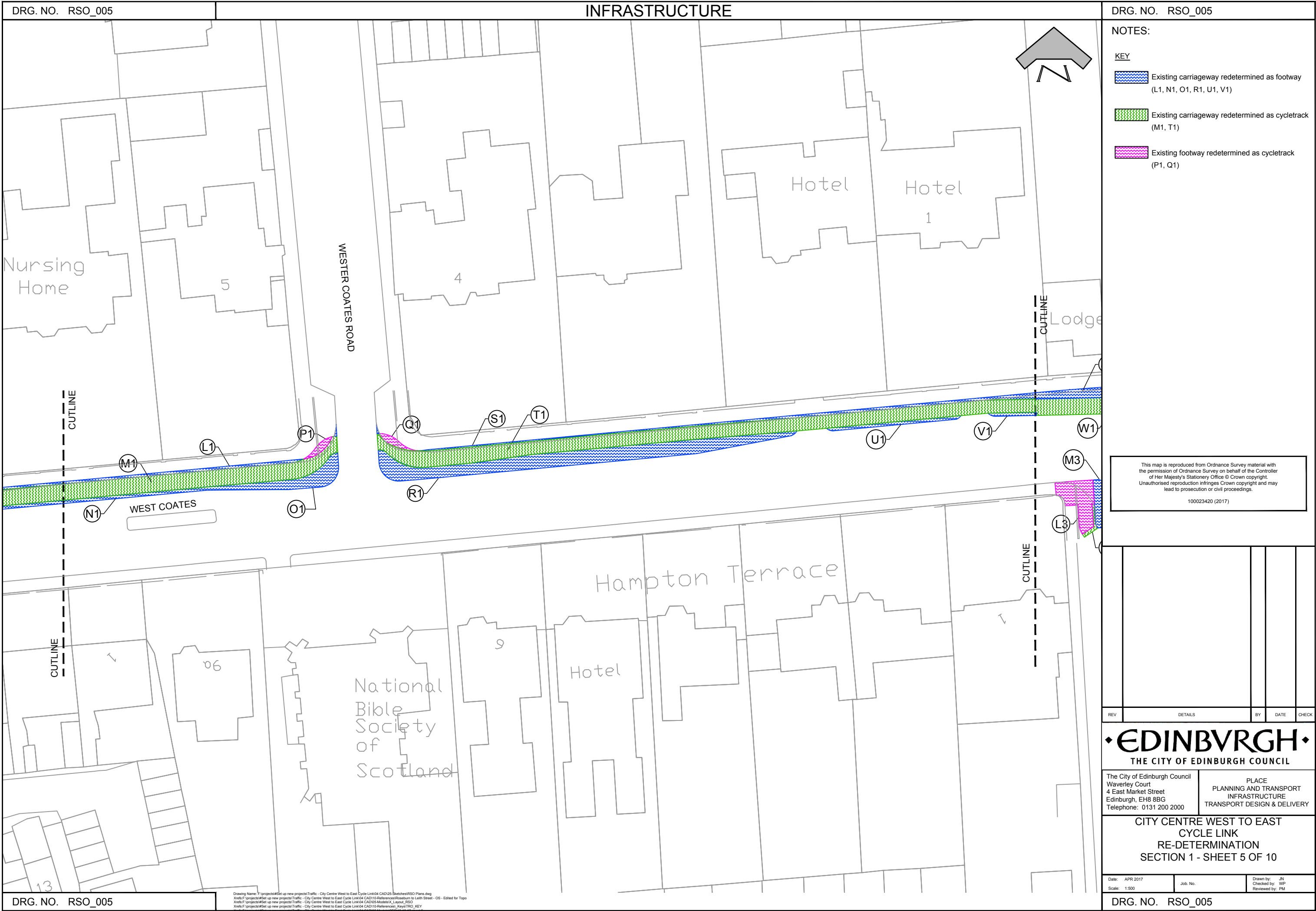
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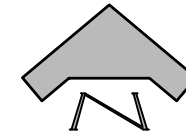
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DRG. NO.	RSO_004
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NOTES:

KEY

 Existing carriageway redetermined as footway
(S1, W1, X1, J3, M3)

 Existing footway redetermined as carriageway
(13)

 Existing carriageway redetermined as cycletrack
(T1, K3)

 Existing footway redetermined as cycletrack
(L3)

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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 6 OF 10


Date: APR 2017
Scale: 1:500


Job. No.


Drawn by: JN
Checked by: WP
Reviewed by: PM

NOTES:

KEY

 Existing carriageway redetermined as footway
(S1, X1, Z1, B2, C2, E2, G2, I2, G3, H3)

 Existing carriageway redetermined as cycletrack
(T1, A2, F2, J2)

 Existing footway redetermined as cycletrack
(D2, H2)

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CITY CENTRE WEST TO EAST
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SECTION 1 - SHEET 7 OF 10

Date: APR 2017
Scale: 1:500

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DRG. NO. RSO_007

	INFRASTRUCTURE
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NOTES:

KEY

 Existing carriageway redetermined as footway
(G2, K2, L2, N2, O2, Q2)

 Existing carriageway redetermined as cycletrack
(J2, M2, P2)

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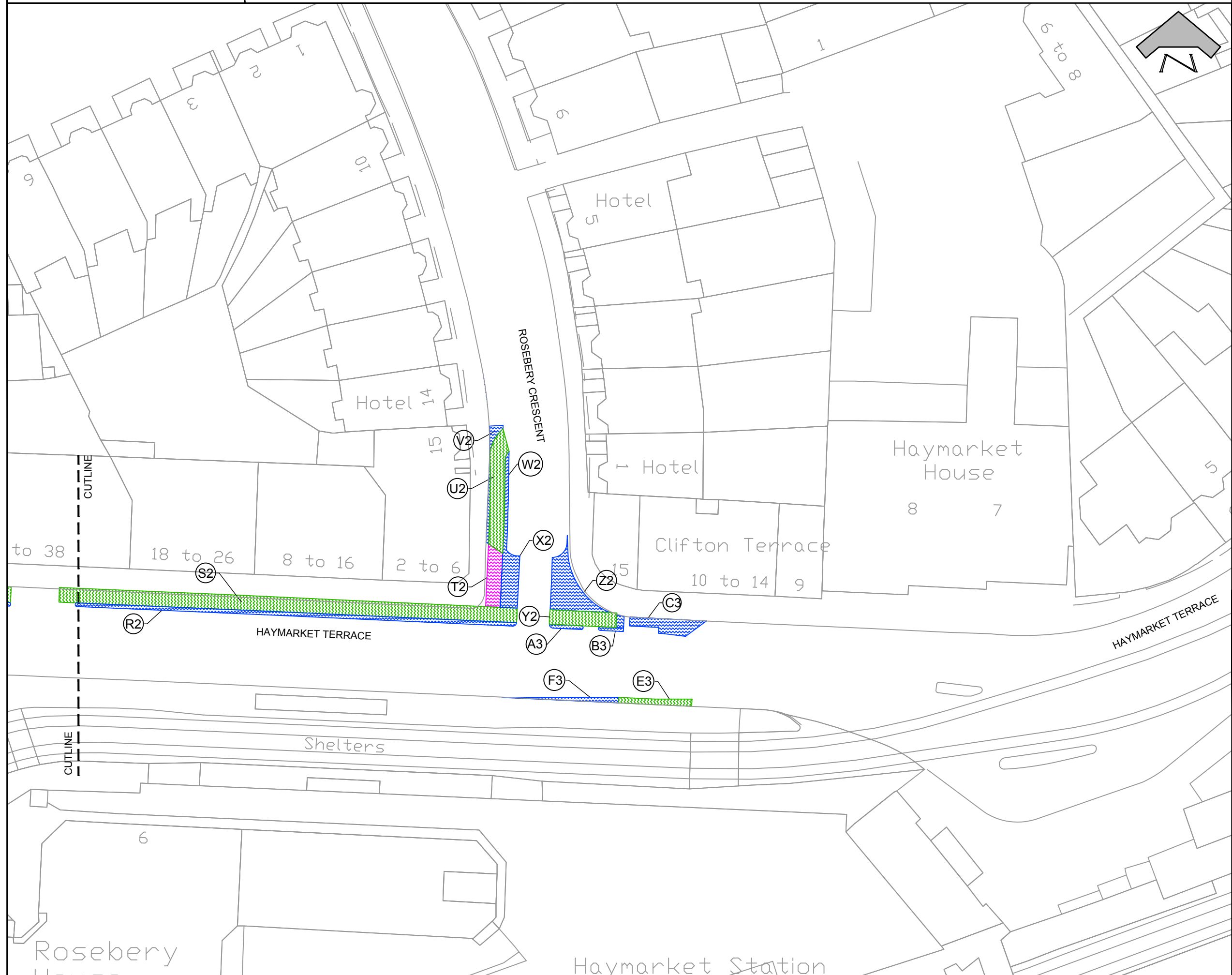
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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 8 OF 10

Date: APR 2017
Scale: 1:500


Job. No. _____


Drawn by: JN
Checked by: WP
Reviewed by: PM




NOTES:

KEY

 Existing carriageway redetermined as footway
(R2, V2, W2, X2, Z2, A3, B3, C3, F3)

 Existing carriageway redetermined as cycletrack
(S2 U2 Y2 E3)

 Existing footway redetermined as cycletrack

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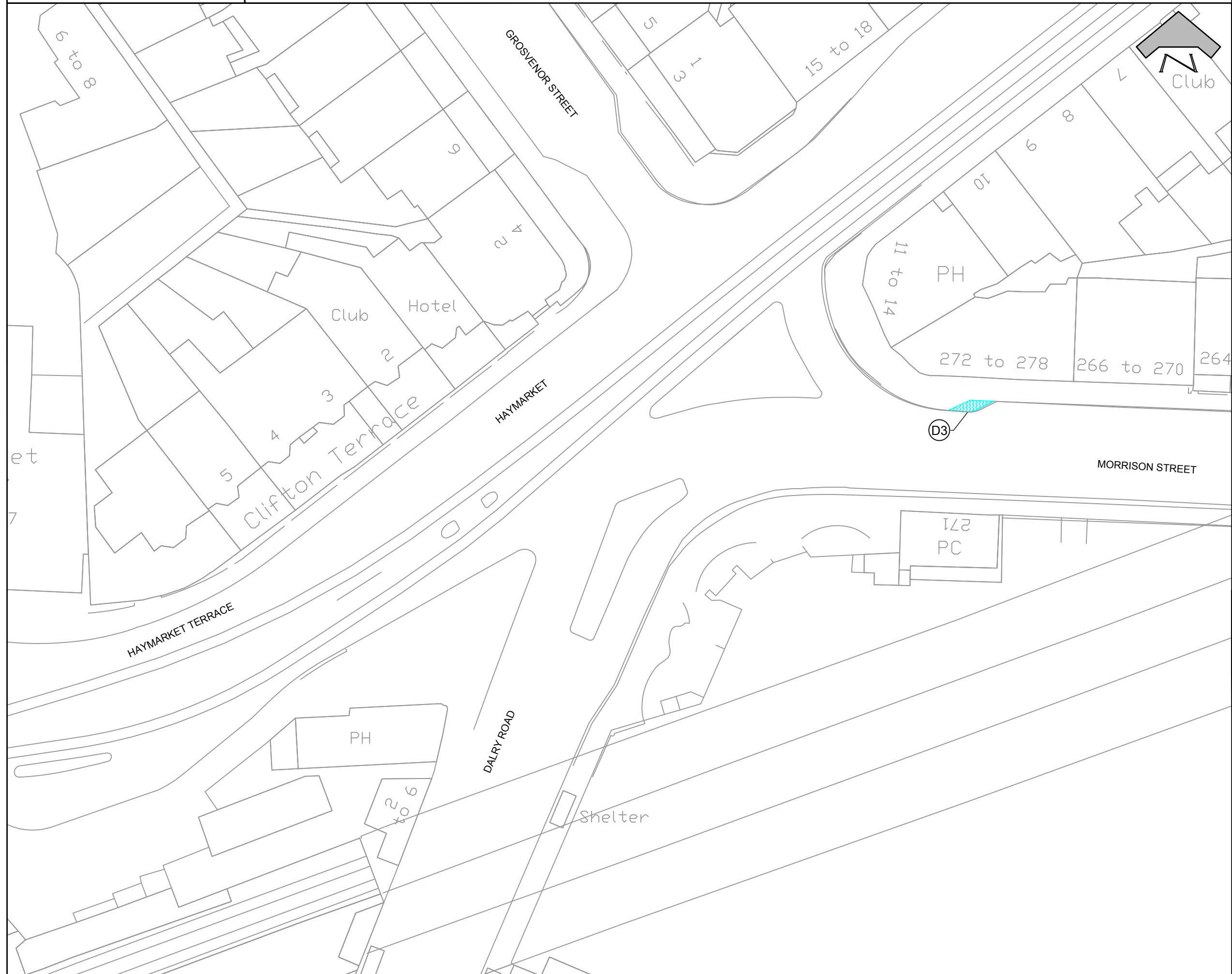
CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 9 OF 10

Date: APR 2017
Scale: 1:500

Job. No.

Drawn by: JN
Checked by: WP
Reviewed by: PM

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NOTES:

KEY

 Existing footway redetermined as carriageway (D3)

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The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	PLACE PLANNING AND TRANSPORT INFRASTRUCTURE TRANSPORT DESIGN & DELIVERY
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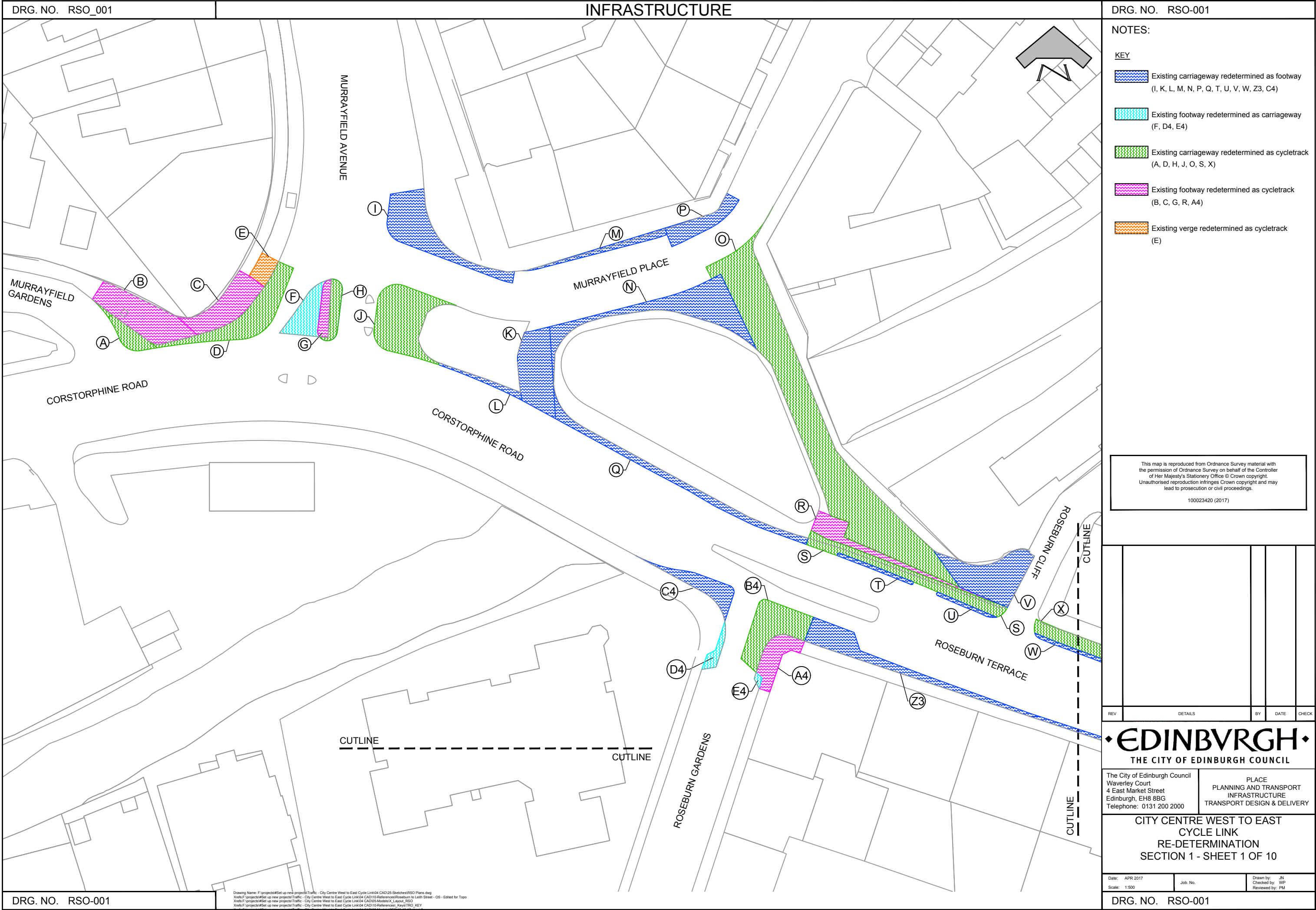
CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 10 OF 10

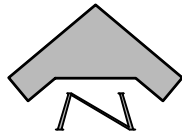
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Scale: 1:500		Checked by: WP
		Reviewed by: PM

Date: APR 2017	Job. No.	Drawn by: JN
Scale: 1:500		Checked by: WP
		Reviewed by: PM

DRG. NO.	RSO_010
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CUTLINE

CUTLINE

ROSEBURN GARDENS

ROSEBURN PLACE





ROSEBURN PLACE

ROSEBURN DRIVE

ROSEBURN CRESCENT

NOTES:

KEY

- | | |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------|
|  | Existing carriageway redetermined as footway
(Z3, H4, I4) |
|  | Existing footway redetermined as carriageway
(D4, F4, G4) |
|  | Existing carriageway redetermined as cycletrack
(E4) |
|  | Existing footway redetermined as cycletrack
(A4) |

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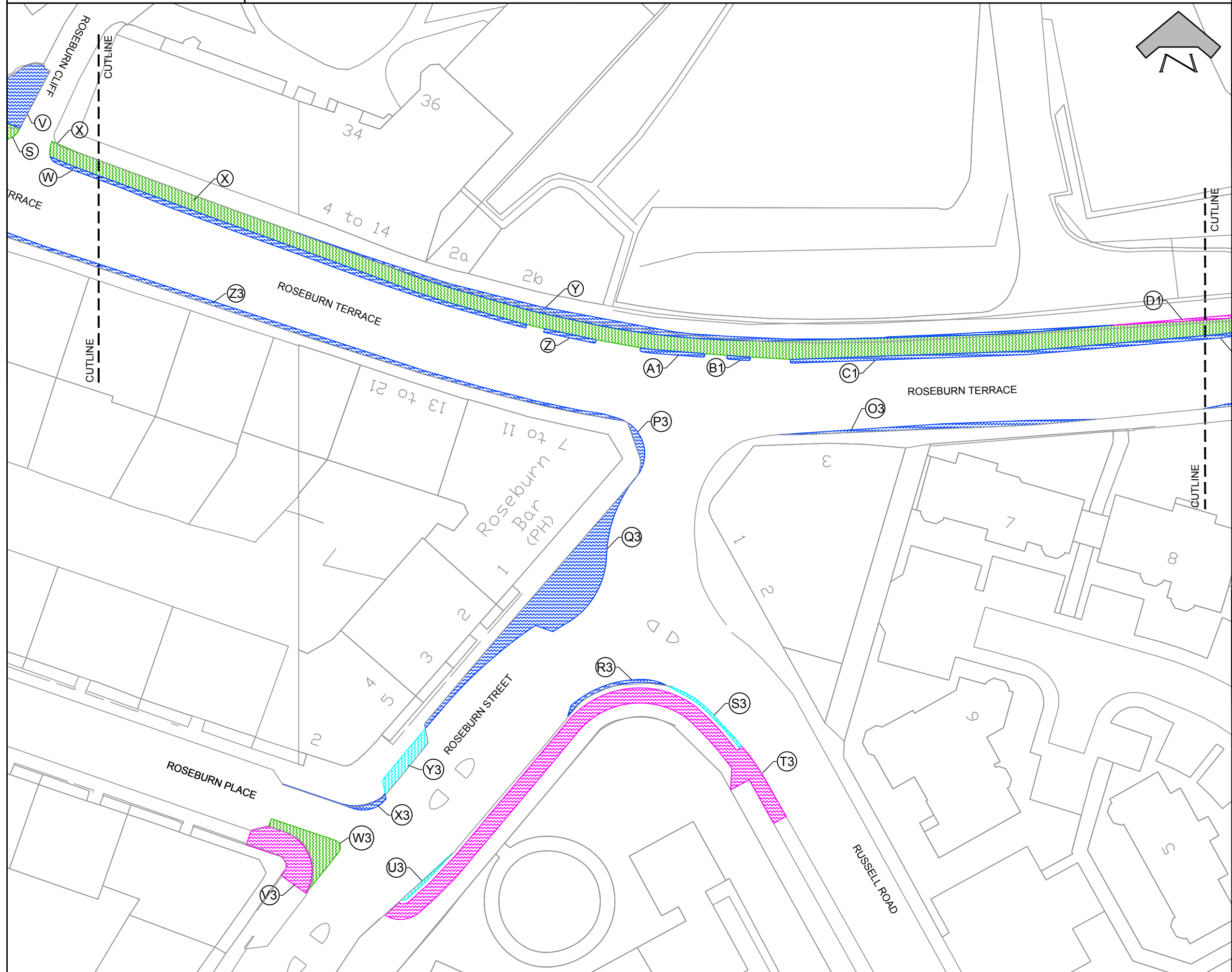
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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 2 OF 10





Date: APR 2017	Job. No.	Drawn by: JN Checked by: WP Reviewed by: PM
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DRG. NO. RSO-002



NOTES:

KEY

-  Existing carriageway redetermined as footway
(V, W, Y, Z, A1, B1, C1, O3, P3, Q3, R3, X3)
-  Existing footway redetermined as carriageway
(S3, Y3, U3)
-  Existing carriageway redetermined as cycletrack
(S, X, W3)
-  Existing footway redetermined as cycletrack
(D1, T3, V3)

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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 3 OF 10

Date: APR 2017
Scale: 1:500

Job. No. _____

Drawn by: JN
Checked by: WP
Reviewed by: PM

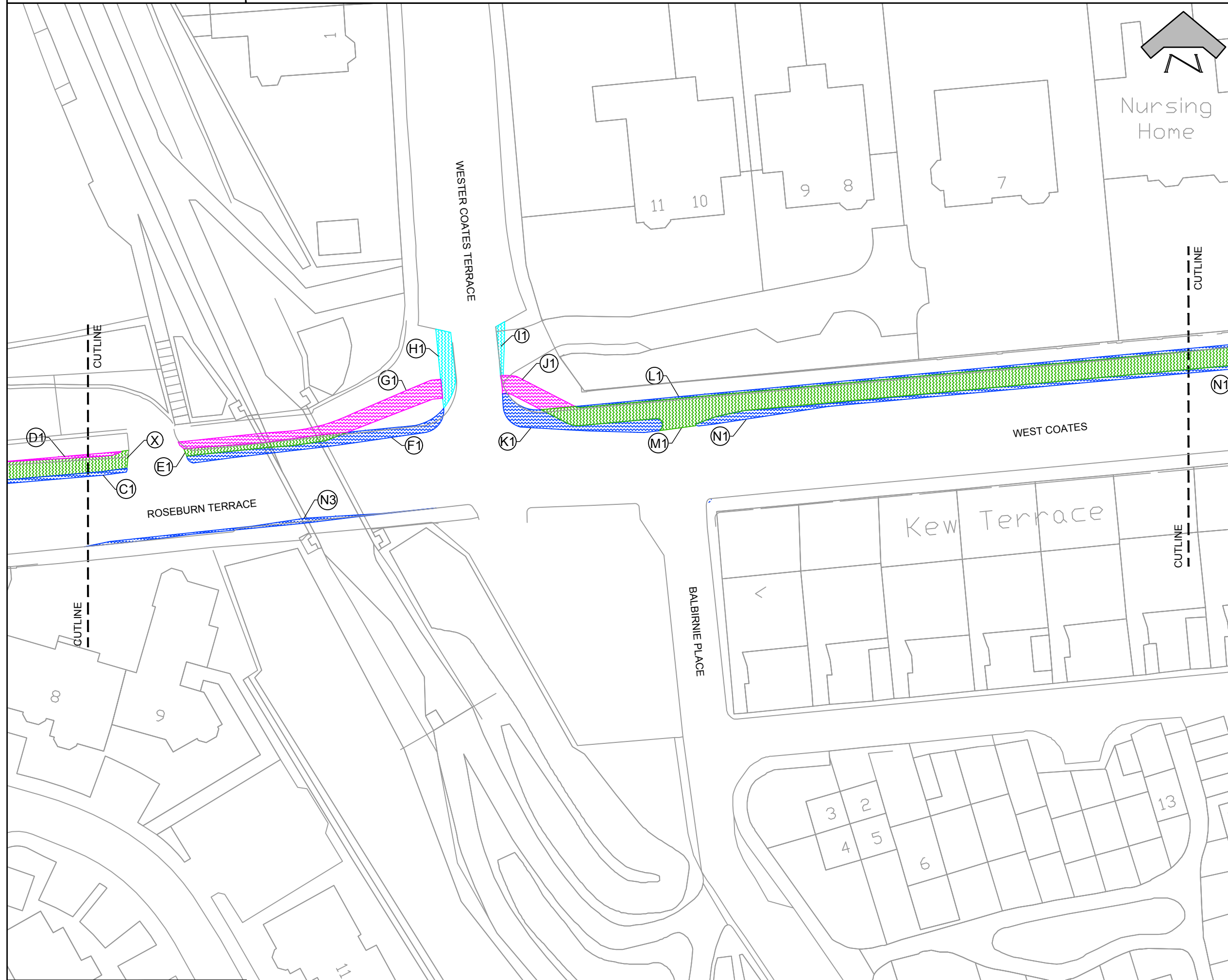
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Date: APR 2017 Scale: 1:500	Job. No.	Drawn by: JN Checked by: WP Reviewed by: PM
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NOTES:

KEY

 Existing carriageway redetermined as footway
(L1, N1, O1, R1, U1, V1, M3)

 Existing carriageway redetermined as cycletrack
(M1, T1, K3)

 Existing footway redetermined as cycletrack
(P1, Q1, L3)

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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 5 OF 10

Date: APR 2017
Scale: 1:500

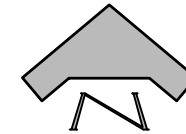
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Drawn by: JN
Checked by: WP
Reviewed by: PM

DRG. NO.	RSO_005
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DRG. NO. RSO_005


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NOTES:

KEY

 Existing carriageway redetermined as footway
(S1, W1, X1, J3, M3)

 Existing footway redetermined as carriageway
(13)

 Existing carriageway redetermined as cycletrack
(T1, K3)

 Existing footway redetermined as cycletrack
(L3)

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CITY CENTRE WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 6 OF 10

Date: APR 2017
Scale: 1:500

Job. No. _____

Drawn by:	JN
Checked by:	WP
Reviewed by:	PM

DRG. NO.	RSO_006
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DRG. NO. RSO_006

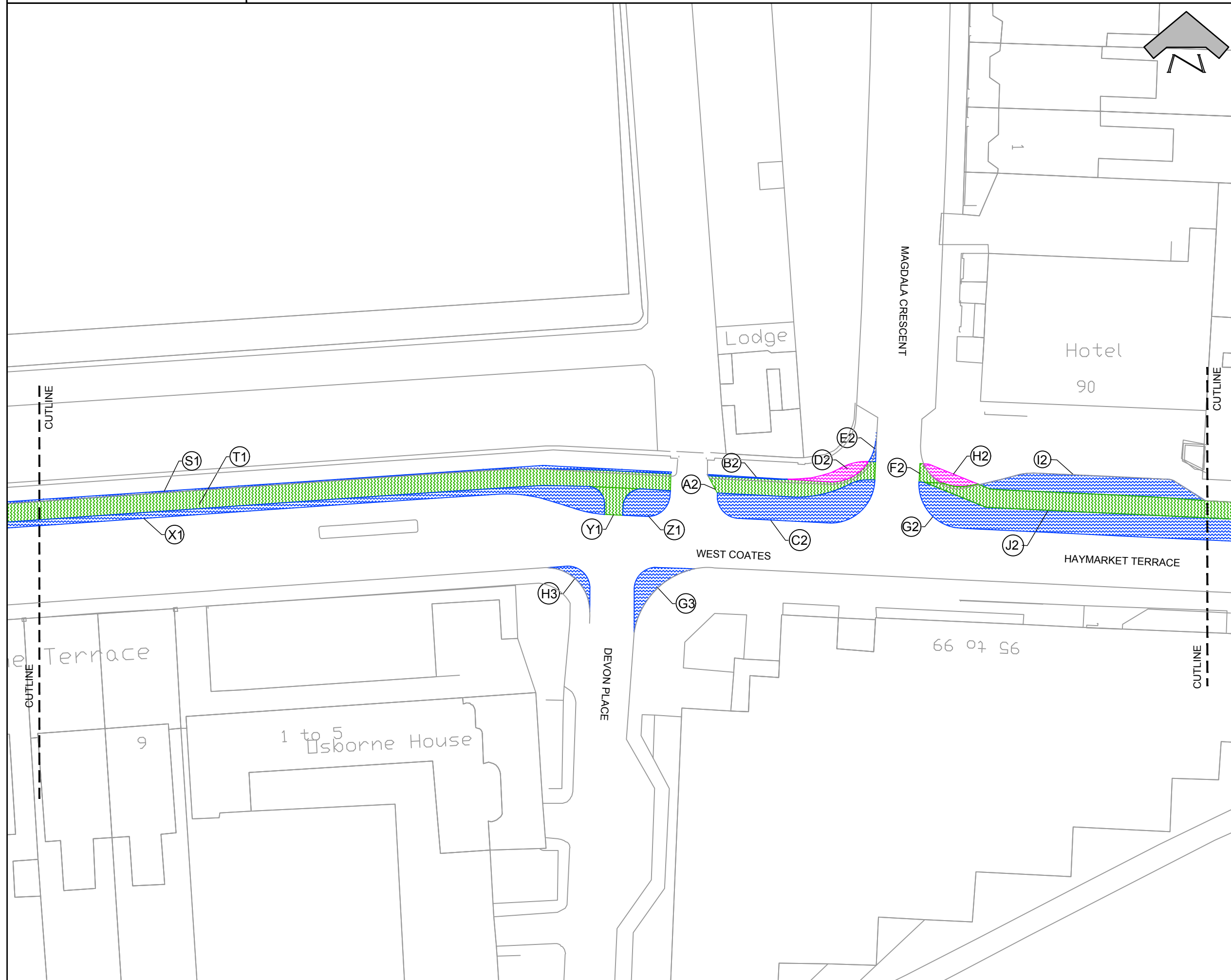
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		Reviewed by: PM




INFRASTRUCTURE

NOTES:

KEY

 Existing carriageway redetermined as footway
(G2, K2, L2, N2, O2, Q2, R2)

 Existing carriageway redetermined as cycletrack
(J2, M2, P2, S2)

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CITY CENTRE WEST TO EAST

CITY CENTER WEST TO EAST
CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 8 OF 10

Date: APR 2017

Scale: 1:500

Job No. _____

Drawn by: JN
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Reviewed by: PM

DRG. NO.	RSO_008
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DRG. NO. RSO_008

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Haymarket ~~Station~~

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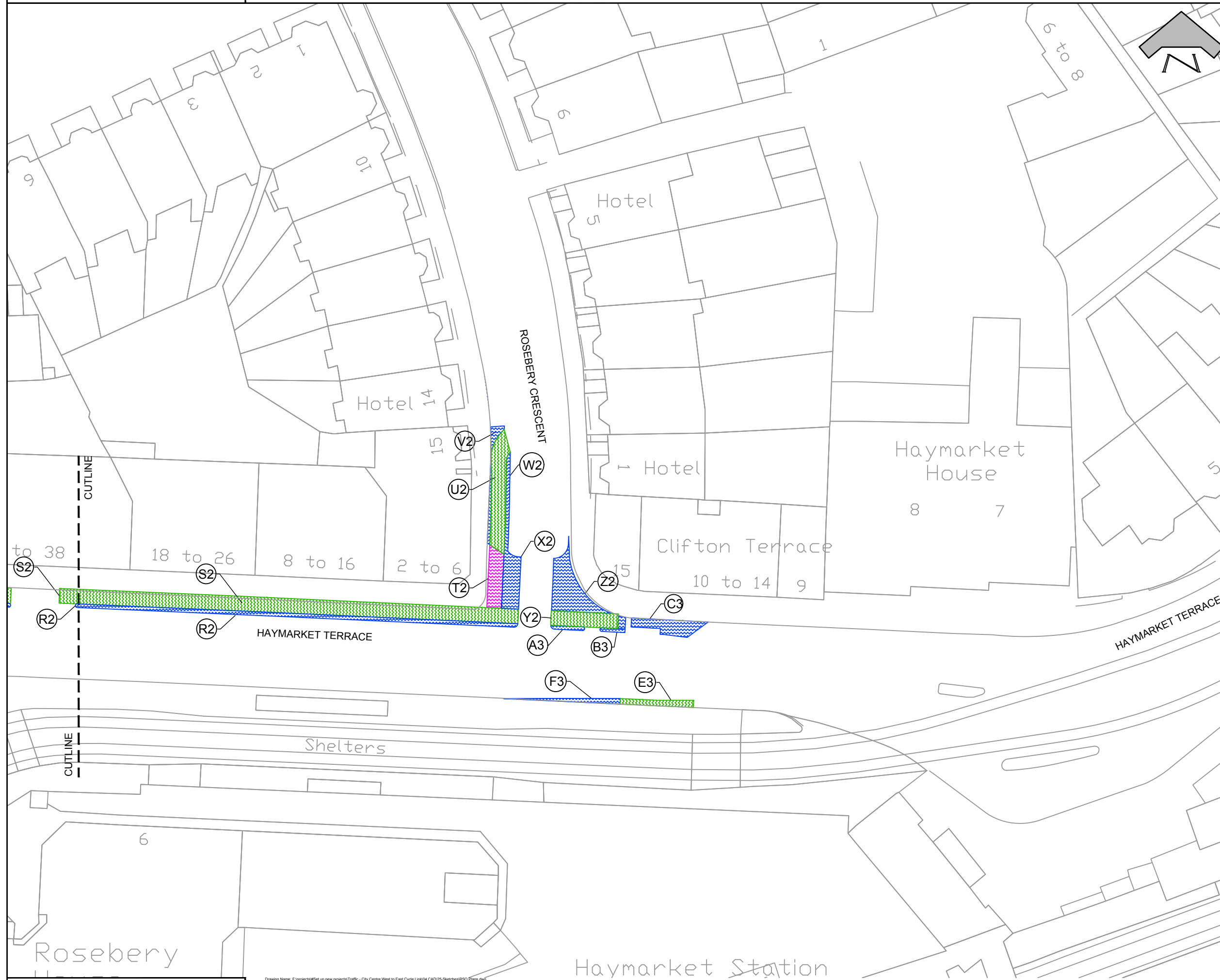
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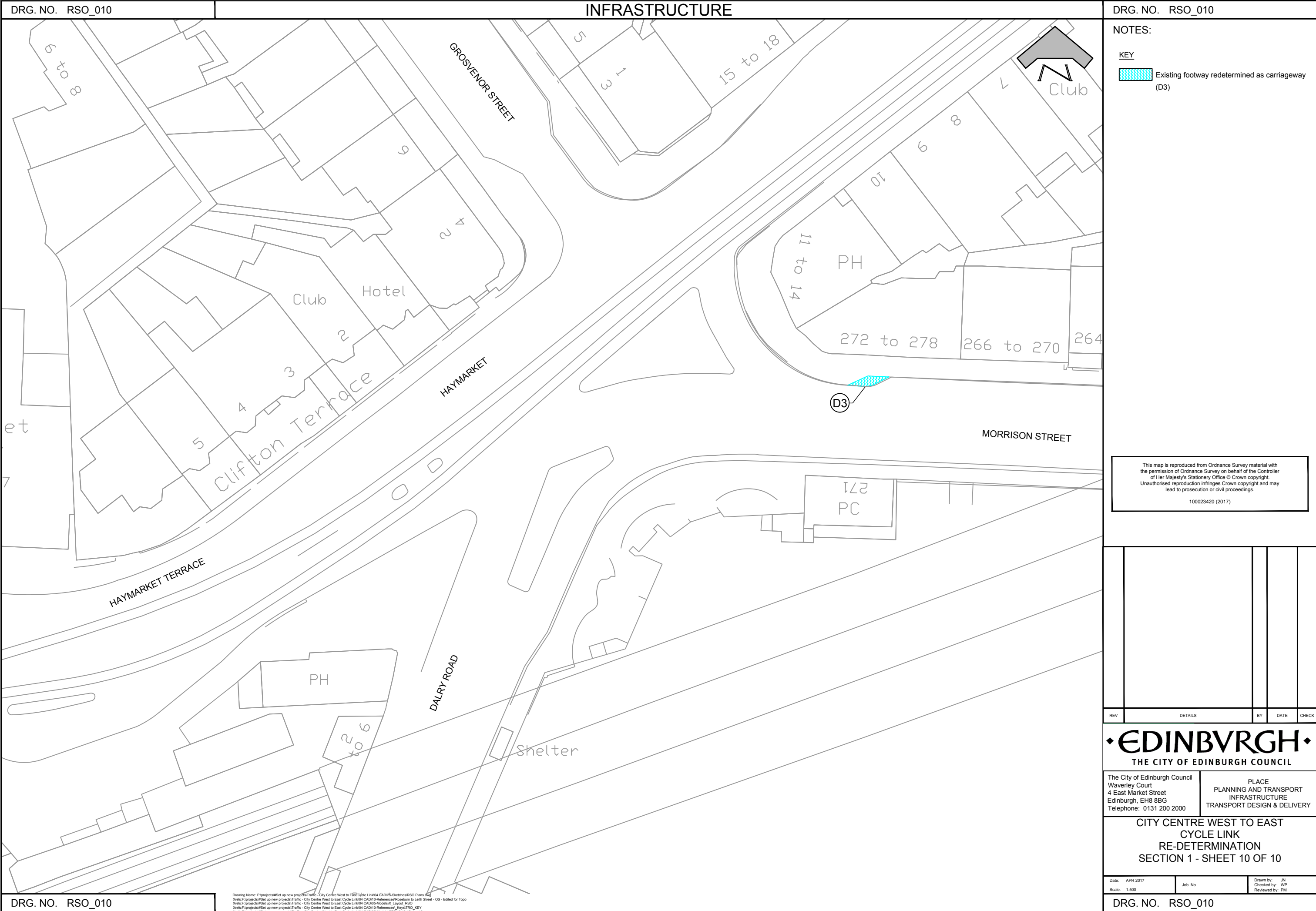
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CYCLE LINK
RE-DETERMINATION
SECTION 1 - SHEET 9 OF 10

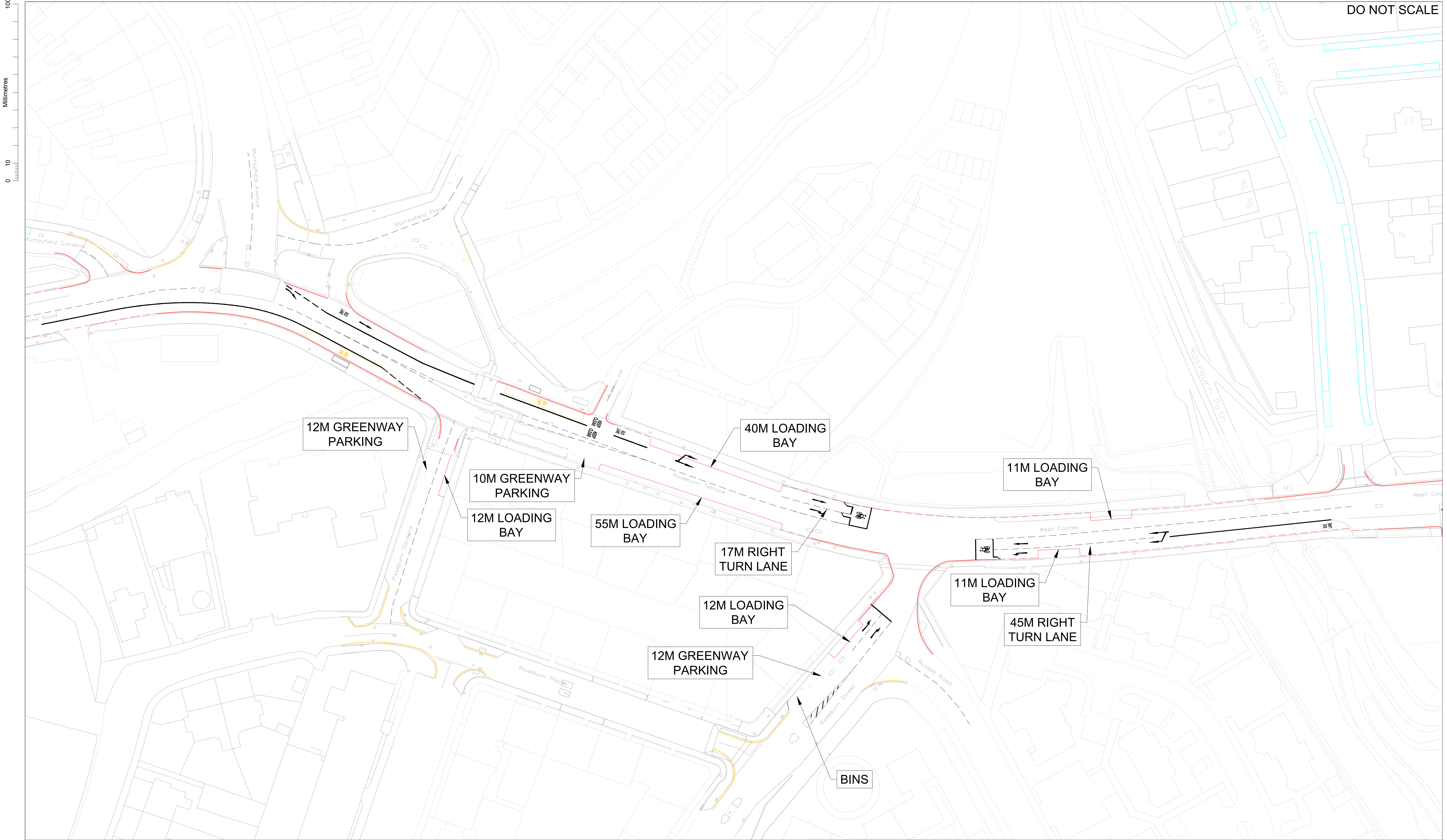
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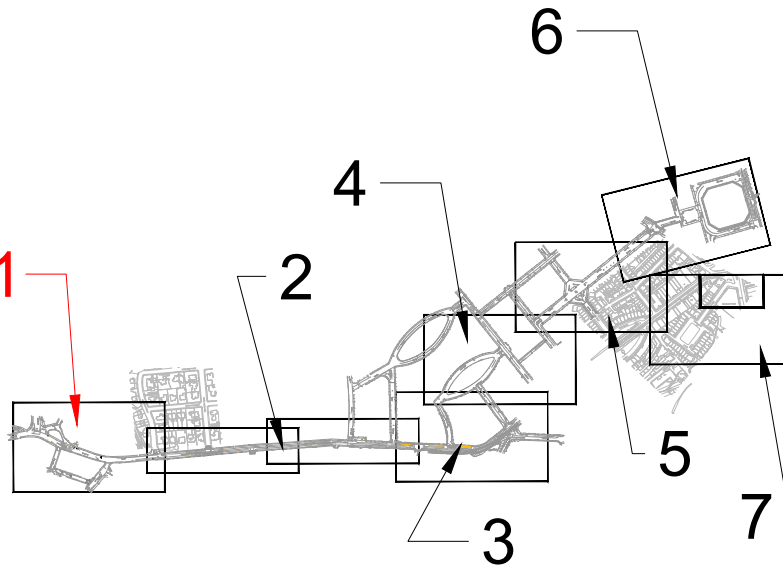







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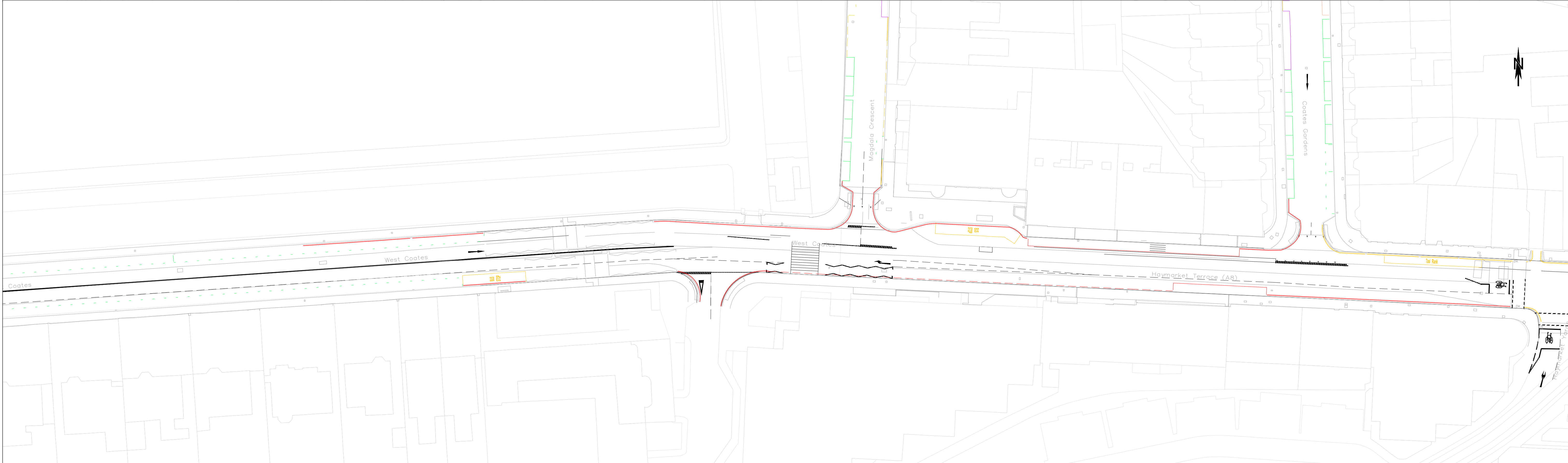
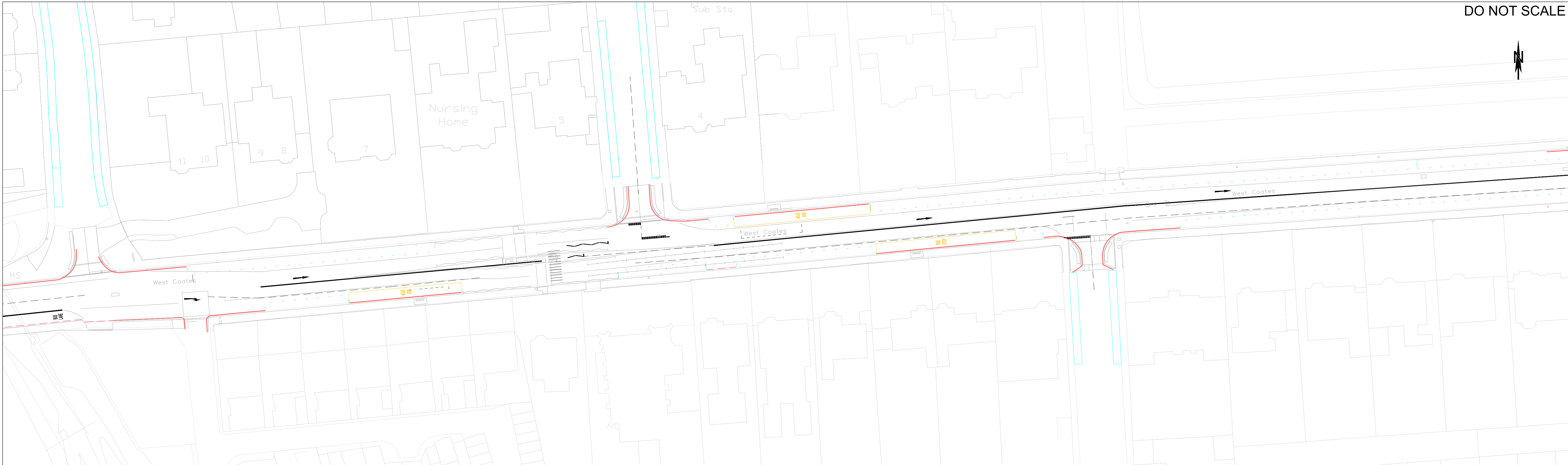
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	Resident	Greenway Single Line	Waiting and Loading Single Line
	Shared	Greenway Double Line	Greenway Double Line
	Greenway	Greenway Single Line	Greenway Single Line
Loading	Motorcycle	Bus Stop	Transport Facilities
	City Car Club	Taxi Rank	
	Disabled		



Drawing Status		Sustainability		Project Title			
		10 Canning Street Edinburgh EH3 8EG Tel: +44 (0) 1312 215 700 Fax: +44 (0) 1312 215 751		ROSEBURN TO LEITH WALK CYCLE LINKS			
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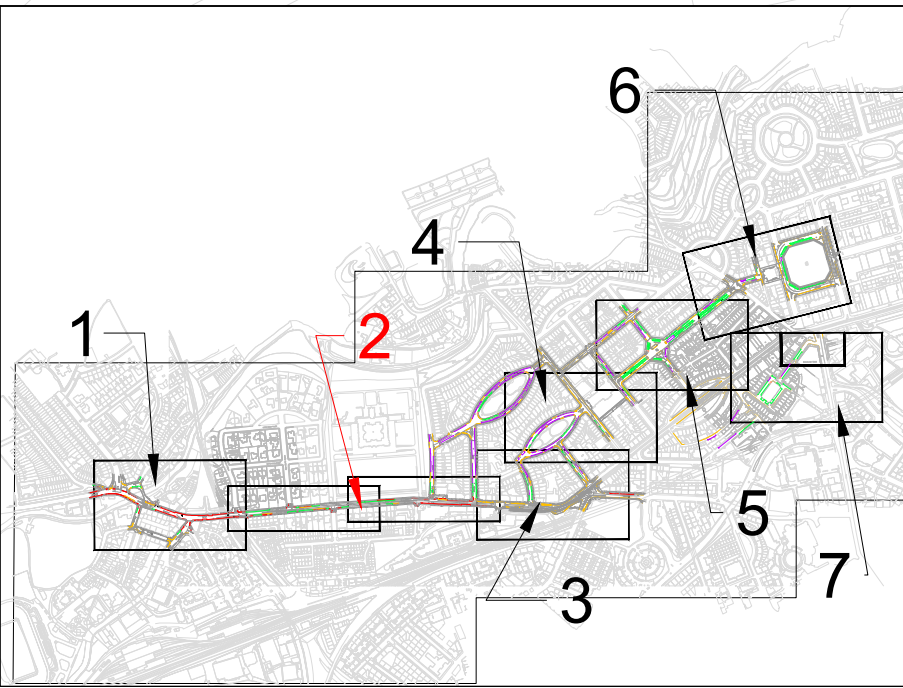
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DO NOT SCALE



Key

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Public	Double Line	
Resident	Single Line	
Shared	Greenway Double Line	
Greenway	Greenway Single Line	
Motorcycle		
City Car Club	Transport facilities	
Disabled	Bus Stop	
Loading	Taxi Rank	
Loading		
Greenway		



Drawing Status	Suitability	Project Title
ATKINS		CITY CENTRE WEST EAST CYCLE LINK AND STREET IMPROVEMENTS
10 Canning Street Edinburgh EH3 8EG Tel: 144 (0) 1312 215 700 Fax: 144 (0) 1312 215 751		Drawing Title
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Client	Scale	Design
	Original	Date
	Drawing Number	Revision
	0135105-100-0073	A

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Millimetres

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Morrison Street

Haymarket Terrace

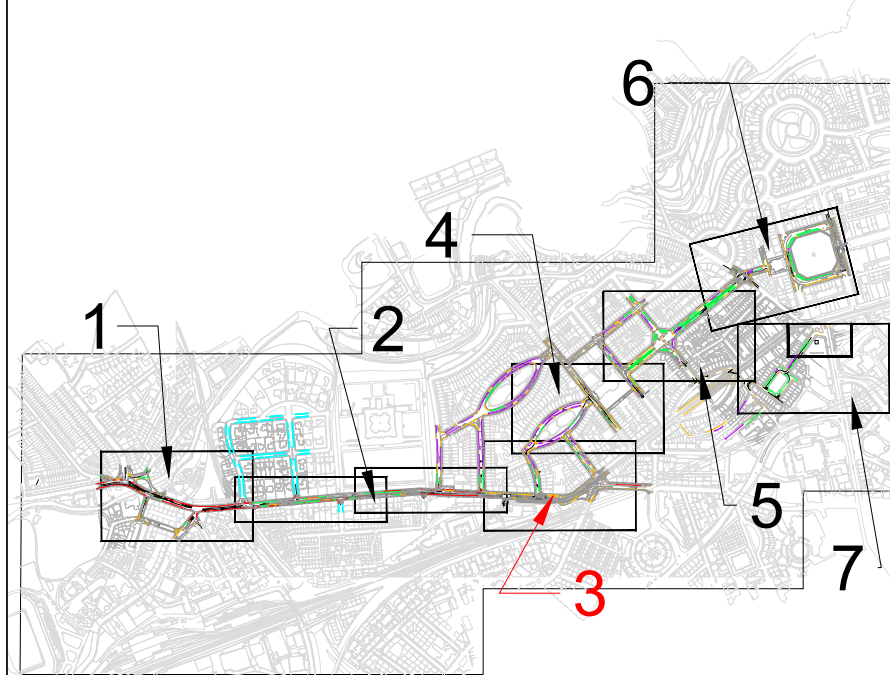
Greenevor Street

Rosebery Crescent

Haymarket Terrace

Key

- Parking**
- Public
 - Resident
 - Shared
 - Greenway
 - Motorcycle
 - City Car Club
 - Disabled
- Loading**
- Loading
 - Greenway
- Waiting and Loading**
- Double Line
 - Single Line
- Greenway**
- Greenway Double Line
 - Greenway Single Line
- Transport facilities**
- Bus Stop
 - Taxi Rank



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Project Title CITY CENTRE WEST EAST CYCLE LINK AND STREET IMPROVEMENTS			
Drawing Title Roseburn to George Street Existing Layout Sheet 2 of 7			
Scale	Design	Checked	Authorised
Original	Date	Date	Date
Drawing Number 0135105-100-0074	Revision A		

Appendix 8: Objections Summary Sheet

[illegible]

Appendix 8: Objections Summary Sheet

	Objection to Aspect of Redetermination Order												
	Road Narrowing Roseburn Terrace	Road Narrowing Murrayfield Avenue	Road Narrowing Roseburn Street	Road Narrowing West Coats	Road Narrowing Haymarket Terrace	Crossing Design	Bus Stop Design	Bus Bay Removal Haymarket Terrace	Stanhope St Toucan Crossing	Cycle Route Alignment	Roseburn Terrace Toucan Crossing	Roseburn Park Access Point	Haymarket Terrace Footpath Narrowing
Total	15	12	5	9	7	2	4	4	3	15	4	4	1
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CCWELAM01								1					
CCWELAE01						1	1						
CCWELAA01		1								1			
CCWELBA01				1			1	1					
CCWELBJ01	1	1		1	1								
CCWELDG01										1			
CCWELDW01	1									1			
CCWELEH01				1									
CCWELEE01				1	1		1		1				
CCWELGR01	1	1	1							1	1	1	
CCWELHF01								1					
CCWELHB01		1								1			
MCC									1	1	1	1	
CCWELJW01				1	1								
CCWELJM01	1			1	1			1					
CCWELJP01										1			
CCWELJY01										1			
CCWELJH01	1												
CCWELKK01	1	1	1							1	1	1	
CCWELKS01	1												
CCWELMD01						1							
CCWELMF01	1												
DAAA	1	1	1	1	1				1				
CCWELPH02	1												
CCWELPG01	1	1	1							1	1	1	
CCWELRK01										1			
CCWELSI01										1			
CCWELSJ01	1			1	1					1			
CCWELSP01										1			
CCWELSK01	1									1			

Appendix 8: Objections Summary Sheet

[illegible]

CCWEL Section 1 TRO & RSO – Council Responses to Objections to Traffic Regulation Order

Loading – Roseburn Terrace

Under the proposals for the CCWEL project there will be a reduction in the amount of space available for Loading on Roseburn Terrace from space for up to 19 vehicles, to space for up to 10 vehicles. This will consist of a loading bay with space for up to five vehicles on the North Side, and space for up to five vehicles on the South side. In addition, the greenway parking spaces which are currently present on the South Side, adjacent to 'eat-n-joy' will be retained.

However, at present both loading areas, and the parking spaces, are only available for use during 'Off-Peak' hours (ie: Mon-Fri 9:30-4:00pm). Under the CCWEL proposals the loading and parking spaces on the South side of Roseburn Terrace will be available all day (ie: during Peak Times, as well as Off-Peak times).

Under the initial proposals for the CCWEL Project, the entire Loading bay on the North Side of Roseburn Terrace would have been removed. This was proposed to ease congestion by enabling eastbound traffic to move ahead unimpeded by the Right-Turn filter lane, which is currently a major cause of queuing in this area.

However, following consultation with local traders on Roseburn Terrace, both during the public consultation exercise on the overall plans, and during the Stakeholder Working Group which was established thereafter, it was agreed to include an off-peak Loading bay on the North side of Roseburn Terrace. This Loading bay is reduced in length compared to the current provision, both to provide space for the Segregated Cyclepath, and to allow for eastbound traffic to move past the Right-Turn filter lane on the approach to the junction with Roseburn Street. As such, the Council feels that this layout represents an option which best balances the needs of all users.

We are aware that there is current pressure on the amount of space for Loading on Roseburn Terrace, however it is evident that much of this pressure is the result of inappropriate use of Loading bays for parking, by visitors to the shops, and by shopkeepers themselves, limiting the availability of space for Loading. To address this issue the CCWEL project will introduce a significant number of short stay parking spaces in the surrounding vicinity on streets including Murrayfield Avenue, Murrayfield Place, Roseburn Street and Russel Road to ensure that visitors to the shops are able to find parking spaces without taking up space meant for Loading.

Loading – Haymarket Terrace

Under the proposals for the CCWEL project there will be an increase in the amount of space available for Loading in Haymarket from space for up to 17 vehicles, to space for up to 22 vehicles. This will consist of a Loading bay with space for up to eight vehicles on the North Side of Haymarket Terrace, and a bay with space for up to five vehicles on the South side. Additional Loading bays will also be installed at the southern ends of Coates Gardens, and Roseberry Crescent.

At present Loading facilities on Haymarket Terrace are only available during 'Off-Peak' hours (ie: Mon-Fri 9:30-4:00pm). Under the CCWEL proposals all of the Loading areas in Haymarket will be available all day (ie: during Peak Times, as well as Off-Peak times).

Under the initial proposals for the CCWEL Project, the entire Loading Bay on the South side of Haymarket Terrace would have been removed. However, following consultation with local traders on Haymarket Terrace, both during the public consultation on the overall plans, and during the Stakeholder Working Group which was established thereafter, it was agreed to include an All-Day Loading Bay on the South side of Haymarket Terrace.

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Given the above, the project will enhance the provision of Loading facilities for businesses located along Haymarket Terrace.

Loading – Morrison Street

Under the proposals for the CCWEL project there will be a reduction in the size of the Loading bay on the North Side of Morrison Street. Under the original CCWEL proposals this would have been a reduction from a 64m bay with space for up to 12 vehicles, to a 38m bay, with space for up to seven vehicles. However, following representations to the advertised Traffic Regulation Order and have revised the designs. There will now be a 45m bay, with space for up to nine vehicles.

In addition it is important to note that the planning permission for the THE development on the South Side of Morrison Street includes the provision of a 30m Loading Bay, with space for around six vehicles.

The reduction in the size of the Loading Bay on the North Side of Morrison St is required to provide room for the relocated Taxi Rank from the North side of Haymarket Terrace. The Taxi Rank on Haymarket Terrace is being removed to make space for the CCWEL Cycle Track. The relocated taxi rank will be located in the layby in front of Haymarket Train Station on the South Side of Clifton Terrace, with a 'feeder' rank on the North Side of Morrison Street.

Under the initial proposals for the CCWEL Project, the taxi rank would have been relocated to the North Side of Clifton Terrace. However, following consultation with the taxi trade and representative organisations for the mobility impaired, both during the public consultation exercise on the overall plans, and during the Stakeholder Working Group which was established thereafter, the current proposal was agreed. This significantly enhances the convenience of the taxi rank at Haymarket Station.

Loading Murrayfield Place

Under the proposals for the CCWEL project there will be an increase in the amount of space reserved for Loading on Murrayfield Place from no spaces at present, to space for around two vehicles on the North Side of the street.

At present loading may be carried out from the Greenway parking bays on the south side of Murrayfield Place, however these are often full. Given the above, the CCWEL proposals represent an enhancement in the facilities for Roseburn businesses loading from Murrayfield Place.

Parking – Roseburn

The CCWEL team are aware that the availability of parking in Roseburn, for local residents, business owners, and especially visitors to local shops is a key issue of concern for the local community. Though the project involves a reduction in the availability of Loading facilities on Roseburn Terrace itself, the two parking spaces currently on the South Side of Roseburn Terrace will be retained, and will be enhanced, so as to be available all day, rather than just at Off-Peak times.

In addition, we are significantly increasing the number of Short-Stay parking spaces available on surrounding streets, including Murrayfield Avenue, Murrayfield Place, Russel Road and Roseburn Street. Overall the CCWEL project will deliver 49 short stay parking spaces in the Roseburn Area, where at present there are only 12. The two parking spaces on the South Side of Roseburn Terrace will be 'Greenway' Parking, and will be available for stays up to 30 minutes. Meanwhile the remaining spaces will be available for stays of up to two hours. This should significantly benefit local businesses, by ensuring there is a good parking supply in the surrounding area.

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Generally the short stay spaces are proposed for areas which are currently unrestricted parking. Local feedback suggests that much of the existing unrestricted parking is used as an unofficial 'Park and Ride', with people driving to Roseburn to then get the bus into town, thus avoiding the parking charges of the Controlled Parking Zone which begin at the Old Railway Bridge over West Coates. Our parking survey supports this, showing that a significant number of the cars parked on Russel Road and Roseburn Street are parked there for over 8 hours.

In response to feedback throughout the design process we have made various changes to the design proposals in relation to parking in Roseburn in the lead up to the TRO process. During the statutory consultation for the TRO we received further feedback and suggestions and based on these have made the following changes:

- **Roseburn Gardens:** We have reduced the length of the Cycle Track, at the junction of Roseburn Gardens and Roseburn Terrace, to ensure that there is as much remaining unrestricted parking space as possible.
- **Russel Road:** We have relocated the existing 'Car Club' bays from Russel Road, into the adjacent car park. The existing car-club bays will be re-designated as short stay.

We also received suggestions to make the parking on Murrayfield Place 1 hour, instead of 2 hours. We have decided not to make this change for two reasons. Firstly, many of the businesses on Roseburn Terrace have previously expressed a preference for 2 hour parking as some of them offer services which can take up to a full hour, eg: hairdressing, or beauty therapy. Second, there is less potential for confusion over different lengths of stay for different bays.

Parking – West Coates

As part of the CCWEL project various changes to the kerb alignment, and parking bay restrictions are proposed along West Coates. This will result in a significant, but proportionate loss of parking bays on the A8.

At present there are approximately 104 Greenway Parking Bays along the A8 on West Coates. All of the spaces are available for up to 60 minutes, between 9:30 and 4:00pm, and are unavailable during peak times.

The CCWEL proposals will remove a significant number of these Greeway parking bays. This is necessary to provide space for the cycle track on the North Side. The initial proposals for the CCWEL were to reduce the number of parking spaces from 104, to 24. However, following representations we are proposing a change to the advertised TRO to increase the number of remaining Greenway parking bays slightly to 29.

In addition, the initial proposals for the CCWEL were to change the time restrictions on these parking bays, so they would only be available for 30 minutes maximum. However, following representations we have received, we are proposing a change to the advertised TRO to retain the existing time restriction (Mon-Fri 9:30-4:00pm, 60 minutes maximum, no return within 90 minutes) on the remaining 29 spaces.

A parking survey was carried out during the initiation of the CCWEL project. This survey found that on the day surveyed (mid-week) occupancy of these parking bays peaked at 51 vehicles (between 2pm and 3pm). Many of these vehicles were parked for over 4 hours, suggesting they may have been used by commuters.

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There is significant capacity on the surrounding streets for any displaced vehicles from West Coates. All of the streets adjacent to West Coates fall within Parking Zone N5 and most of the parking available on these streets is Shared Parking Bays, which can be used by permit holders, or paying members of the public. This parking zone has the highest ratio of available parking spaces to Permits in the city, at 4.35 parking spaces per permit. The streets within this zone contain approximately 500 parking spaces (including West Coates), and during our parking survey at the busiest period (12:00-13:00) there were only 155 cars parked, including those parked on West Coates. As such, despite the significant reduction in the number of spaces proposed for this street, there is plentiful availability of Shared Parking Bays in the surrounding area.

Parking – Haymarket and Roseberry Crescent

As part of Section 1 of the CCWEL project, it is proposed to remove four parking spaces on Roseberry Crescent. This includes two Pay & Display spaces, and two Permit Holder spaces. However, most of Roseberry Crescent falls within Section 2 of the CCWEL project, and under the designs for this section we will be increasing the number of parking places, which will help to make up for this loss.

The loss in parking is required to allow space for additional Loading capacity, and the installation of the cyclepath. However, as part of Section 2 we are investigating how we can increase parking provision on side streets throughout Zone 1, to make up for losses on key streets affected by the CCWEL.

Prohibited Exit – Roseburn Gardens

The CCWEL designs seek to reduce the impact of through traffic on Roseburn Place, and Roseburn Gardens, which is caused by traffic from Russel Road avoiding the difficult right turn onto Roseburn Street. To achieve this the project proposals reverse the priority for the Russell Road, Roseburn Street Junction, and prohibit the exit from Roseburn Gardens to Roseburn Terrace.

This aspect of the designs has received significant support from the local community, including members of Murrayfield Community Council, who recognise that the level of traffic utilising Roseburn Place is inappropriate for the nature of the street.

Prohibitions – Haymarket Area (Impact on Magdala Crescent)

There have been several objections to the proposed prohibited entry from Haymarket Terrace onto Coates Gardens and Roseberry Crescent due to concerns over the potential impact this change may have on Magdala Crescent.

In addition, several respondents have queried what will happen to Magdala Crescent when the current works on Haymarket Terrace area complete, and whether the CCWEL proposals include re-routing traffic from Haymarket Terrace onto Magdala Crescent.

Once the works associated with the Scottish Water sewer improvement are complete on Haymarket Terrace the traffic layout will return to how it was before the works began. All buses will be re-routed along Haymarket Terrace, along with all other general traffic, apart from any traffic which would normally have used Magdala Crescent.

The CCWEL proposals do not include any restrictions to traffic on Haymarket Terrace. Under the CCWEL proposals outlined in this statutory consultation Haymarket Terrace will remain the through route for general traffic, including buses and HGVs, heading towards the City Centre, as it was before the sewer works, and will be again after them.

The only change to traffic flows under the CCWEL proposals will be the closure (Northbound) of both Coates Gardens and Rosebery Crescent. This is not expected to result in significant increase in the amount of traffic on Magdala Crescent, however it is accepted that there may be some impact.

There have been a number of representations which have suggested additional changes to address this potential impact as part of the CCWEL designs. These will be discussed in turn below.

Introduce a One-Way (Northbound) restriction on Magdala Crescent as far as it's junction with Eglinton Crescent.

Introduce a One-Way system around Eglinton and Glencairn Crescent, with Eglinton Crescent One-Way (Eastbound) between its Western, and Eastern junctions with Glencairn Crescent. And Glencairn Crescent One-Way (Westbound) across the same length.

The introduction of One-Way restrictions cannot be taken forward by the Council without an additional Traffic Regulation Order, which would in turn require an additional Statutory Consultation. However, the Council is open to investigating what changes might be made to the traffic management arrangements on Magdala Crescent to mitigate the potential impact of prohibitions on Coates Gardens and Rosebery Crescent, and this may involve carrying out an additional TRO.

As such, the Council is proposing to carry out a consultation with the local community on these streets to develop a proposed solution, to be delivered as part of the CCWEL project. The exact detail of this solution will depend on input from the affected community of Magdala Crescent, and the other surrounding streets, however a solution involving One-Way arrangements at key locations is certainly not ruled out at this stage.

It is worth noting however that Lothian Buses may require use of Magdala Crescent as a diversionary route in the future, and any changes will need to be capable of catering for bus movements.

Introduce a Zebra Crossing over Magdala Crescent at its junction with Haymarket Terrace.

The Council is proposing to make a change to the designs to introduce a Parallel Crossing over Magdala Crescent at its junction with Haymarket Terrace. A 'Parallel Crossing' is effectively a Zebra Crossing, which is immediately adjacent to a Cycle Priority Crossing. The updated design can be seen on Page 8 of the attached plans.

Introduce a Weight Restriction to Magdala Crescent.

The council is not proposing to introduce a weight restriction on Magdala Crescent, as it will occasionally be necessary for large vehicles to use Magdala Crescent in order to access the Loading Bays at the South end of Coates Gardens.

[Bus Lane – Corstorphine Road](#)

The specific section of Bus Lane which you refer to on Corstorphine Road, just before the left turn into Murrayfield Avenue has been added due to the increase in the length of the pavement here, associated with the removal of the Northbound Slip-Lane onto Murrayfield Avenue. As this section of kerbline will now be longer, there was a risk of vehicles queueing here and blocking bus flows. This section of bus-lane is to mitigate this risk.

CCWEL Section 1 TRO & RSO – Council Responses to Objections to Redetermination Order

Parking – Roseburn (Road Narrowing Murrayfield Avenue & Roseburn Street; Roseburn Park Access Point)

As part of the CCWEL project we are proposing to make several changes to the kerb alignment in Roseburn. This includes at Murrayfield Avenue and Roseburn Street and Roseburn Crescent.

At Murrayfield Avenue we are building out the pavement on the West Side of the junction. This is a critical improvement for pedestrians. At present, visibility coming round this corner is extremely poor, and many vehicles take the left turn from Corstorphine Road onto Murrayfield Avenue at relatively high speed. As such, we have received numerous complaints related to pedestrian safety at this junction, and many responders to our consultations have stressed the importance of improving pedestrian safety at this junction.

Though this build out results in a loss of several unrestricted parking bays, we have been able to provide a net increase in the number of parking spaces on Murrayfield Avenue. This has been achieved by moving the 'End-On' parking bays from the West, to the East side of the street, and extending the parking bay on the East side of the street further south towards the junction. As such, the number of parking spaces available to the general public on Murrayfield Avenue will go from 12 unrestricted spaces to 16 short stay (2 hours max) spaces as a result of the CCWEL project. There will be no impact on the Resident Priority Bays on this street.

At Roseburn Street we are building out the pavement in front of the Roseburn Bar, as part of the re-design of the Roseburn Street, Russell Road junction. However, this will not result in a loss of parking. At present there are two 'Greenway' parking bays, and two 'Greenway' loading bays on this side of Roseburn Street. Under our proposals the bay will be extended to the South, and there will be space for 2 Loading Spaces, and 2 Parking Spaces. In addition, these spaces are currently only available during Off-Peak periods. Under the CCWEL proposals the spaces will be available all day.

On Roseburn Crescent, at the junction with the path through Roseburn Park we are proposing to introduce build-outs. These build outs are proposed to stop cars parking at the access to the park and improve visibility. It has been brought to our attention that with the imminent construction of a play-park at the Eastern end of the Park there may be a requirement for emergency vehicle access at this point. As such it is of critical importance that emergency vehicles can always access the park here, and ensuring good visibility is vital. It should be noted that there are recorded incidences of Council employees (eg: park Ranger) being unable to gain access to the path due to the presence of parked vehicles.

The build outs will be retained in the design proposals for the reasons above, and to meet the original intention of improving convenience and safety for people on foot and on bikes.

Congestion – Roseburn Terrace (Road Narrowing Roseburn Terrace)

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, especially at Roseburn, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 at this location to make space for the cycleway, on the grounds that this may exacerbate congestion.

The design proposals have been extensively modelled, with a focus on the West-East movement on the A8. This exercise assumed that the current levels of traffic seen on this corridor would be retained, though in reality it is likely that they will reduce over time for three reasons:

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1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

Congestion – Murrayfield Avenue (Road Narrowing Murrayfield Avenue)

At Murrayfield Avenue we are building out the pavement on the both sides of the junction to remove the slip road from the West, and the slip road from Murrayfield Place, rationalising the junction into a more standard configuration. We have received numerous complaints related to pedestrian safety at this junction and the proposals are intended to significantly improve conditions for people on foot.

At present pedestrians waiting to cross the road on the West side of the junction have very limited visibility to the West, and the junction radius enables vehicles to take this turn at relatively high speed. Removing this slip road and extending the pavement will dramatically improve sightlines, and reduce vehicle speed while making this manoeuvre.

When crossing Murrayfield Place at present pedestrians must negotiate three sections of carriageway, one of which has a central refuge, under the proposals this will be reduced to one section of carriageway, with a large central refuge. In addition we have received many reports of motorists turning right from Roseburn Terrace onto Murrayfield Avenue on the wrong side of the road, before turning into Murrayfield Place. The alignment proposed as part of this project will make it much clearer how the junction is supposed to be negotiated.

Finally, by removing the two cut-throughs on either side of this junction, we have been able to dramatically increase the amount of space available for pedestrian activity. The Council has carried out an extended period of community engagement in Roseburn to develop transformative designs for this additional pedestrian space. You can find more information about 'Rejuvenating Roseburn' here: www.edinburgh.gov.uk/rejuvenatingroseburn

When making decisions relating to the layout of roads and pavements, there will always be various costs and benefits for any option. The proposals outlined in TRO 17/91 and RSO 18/05 represent

enormous benefits for people travelling by foot and by bike. These are considered to outweigh the costs which may materialise for people choosing to travel by car.

Furthermore, it is likely that, once the project is in place, there will be a reduction in the number of vehicles making these movements, due to the easy availability of a high quality cycle route to and through the City Centre, where many of the journeys' currently done by car will terminate, or originate.

Congestion – West Coates (Road Narrowing West Coates)

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 to make space for the cycleway, on the grounds that this may exacerbate congestion.

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome, as such the additional impact of the Donaldson's Development is anticipated to fit within this model.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

Congestion – General (Road Narrowing – All)

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 to make space for the cycleway, on the grounds that this may exacerbate congestion.

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.

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2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

Crossing Design

All crossings over side roads have been designed to provide priority over traffic for people travelling by foot and by bike. At some locations (eg: Wester Coates Road, Magdala Crescent) this requires an indent to the cycleway to provide enough room for a turning vehicle to pull off the main road, but still give way to someone on a bike. At some locations however, there is not enough for this design, and this has necessitated prohibiting some movements (eg: Coates Gardens).

This design is in line with citywide and national design guidance for cycle routes, and is consistent with how similar cycleways have been designed and built in other parts of the country.

Bus Stop Bypass Design

There are two locations along the project corridor where the segregated cycle track passes behind a Bus Stop. One is on West Coates adjacent to the Dunstane Hotel, the other is on Haymarket Terrace adjacent to the Apex Haymarket Hotel.

People on bikes are at a far higher risk when interacting with buses and traffic at bus stops if they are cycling on the road. This is due to buses limited visibility, and the need to pull out into traffic to overtake a stopped bus. To avoid this issue when building segregated cycle tracks it is common to build a 'Bus Stop Bypass', or 'Floating Bus Stop'.

Bus Stops – West Coates (Bus Bay Removal – Haymarket Terrace)

Throughout the development of the CCWEL project, the overall impact on bus users, and Public Transport throughout the corridor has been a key concern for the design team. As part of the statutory consultations for the TRO and RSO some concerns have been raised regarding the fact that several of the bus stops along the route will be located in the main running lane, meaning there will not be room to overtake a stopped bus, without entering the oncoming lane.

Along the project route there are nine bus stops. Of these nine, three will be located in the main running lane. Two of these will be on the South (Westbound) side of West Coates. The first will be located just to the West of Stanhope Street, and the second just to the West of Devon Place. The

third bus stop with this arrangement will be on the North (Eastbound) side of Haymarket Terrace, adjacent to the Apex Haymarket Hotel.

It is important to note that all three of these bus stops are primarily used by passengers getting off the bus, rather than getting on the bus, and as such stopping times tend to be short. In addition, the two bus stops on the South side of West Coates – though very valuable for the local community – are lightly used, so many buses will not stop here at all.

In addition, this layout is not uncommon throughout Edinburgh. There are many roads where vehicles must cross into the oncoming lane to pass a stopped bus. Examples of such layouts on busy streets include Morrison Street, adjacent to the Edinburgh International Conference Centre, and Fountainbridge, adjacent to Edinburgh Quay.

economy will be included in the comprehensive monitoring of this project.

Stanhope Street Toucan Crossing

It is important that it is possible to access the segregated cycletrack easily from the surrounding residential streets, especially for people who may be less confident cycling, including older and younger users. This is especially so on West Coates, which is a busy and at times intimidating road to cross by bicycle. To ensure that users from the residential area to the South of Donaldson's are able to access the cycle track easily, we have introduced a toucan crossing over West Coates just to the West of the junction with Stanhope Street. This is a crossing which can be used by people on foot and by bike. They are quite common throughout the city, and will be introduced at various points along this project.

There have been suggestions that this should be removed from the designs as the residents of this area tend not to cycle, and are resistant to sharing the crossing with people on bikes. However, we are not proposing to alter the design at this point. The residential area to the South of Donaldson's is home to many households which include children, and elderly individuals. These are precisely the households who stand to benefit most from cycling infrastructure which is protected from traffic.

Other Cycle Route Options (Cycle Route Alignment)

During the development of this project a number of alternative route alignments were considered, this included routing the cycletrack along Roseburn Place instead of Roseburn Terrace, or along Magdala Crescent instead of Haymarket Terrace. The existing NCN1 route is not seen as an option for a major cycle route, as it is prohibitively narrow in places, and much less direct. It also does not provide access to the shops on Roseburn Terrace.

The alternative route along Magdala Crescent was ruled out during the initial project feasibility as it is too steep, and too indirect. It also does not provide access to Haymarket Station, which is an important transport interchange.

During the public consultation which took place in 2015 a number of respondents suggested re-aligning the route along Roseburn Place, instead of Roseburn Terrace, before joining Roseburn Terrace again adjacent to the Tesco Express and continuing along West Coates. This was referred to as Option B.

During 2016 a Stakeholder Working Group was set up to develop an agreed design from all stakeholders. Representatives from the Roseburn and Haymarket businesses, as well as Murrayfield and West End Community Councils were represented on this Stakeholder Working Group. This process resulted in several changes to the proposed design, before an agreed options was

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developed. Based on this process In December 2016 it was agreed that the route should progress to Detailed Design, including the section along Roseburn Terrace as this was more direct, involved less road crossings, and provided access to the local shops.

[Pedestrian Impact \(inc. Roseburn Terrace Toucan Crossing\)](#)

The CCWEL project will make significant improvements to the Pedestrian Environment throughout the project corridor. The project will introduce additional crossing points, improve existing crossings, provide wider pavements and a higher quality public realm with a focus on key areas in Roseburn and Haymarket.

Some concerns have been raised regarding the interaction between people on bikes and people on foot. The cycle path itself will be separated from the pavement by a kerb, and will be a different height from the footpath along most of its length. People on bikes will share space with people on foot at some crossings points, including at the top of Roseburn Gardens, however this is a common arrangement throughout the city, and the designs have been developed to encourage all users to be considerate, and to prioritise pedestrians.

The design team met with pedestrian campaigning organisation Living Streets during Autumn last year to talk through the detailed design proposals, and Living Street agreed that they represented a significant net improvement for pedestrians in the area.

[Footpath Narrowing – Haymarket Terrace](#)

Under the CCWEL plans the footpath on the North side of Haymarket will be slightly narrowed. Haymarket Terrace is an important transport interchange between rail, tram, bus, taxi, as well as people on bikes and on foot. However there is only a limited amount of space between the tram stop on the South of the Street, and the building line on the North.

The number of buses going through this section is very high, and some of the buses, especially the Citylink buses, are extremely long, requiring significant manoeuvring space. This means that a minimum width of 3x 3.25m lanes is required on Haymarket Terrace adjacent to the Tram stop.

In order to achieve this, alongside a segregated cyclepath, it is unfortunately necessary to slightly reduce the width of the footpath. However it should be noted that the cyclepath will provide an additional 2.5m buffer between pedestrians and moving vehicles, and the proposals do include 'decluttering' the pavement of redundant signage poles etc, which will provide additional effective width for people on foot.

Other Responses to Points Raised which are not specific objections to aspects of the TRO or RSO

Bus Stop – Roseburn Terrace

There are a number of problems with the current Bus Stop location on the North side of Roseburn Terrace that this project will address.

Firstly, the current location of the Bus Shelter is at a pinch point, on a busy pavement, which impacts on the pedestrian experience for local residents and visitors to the shops on Roseburn Terrace. The new location is on a much quieter section of pavement, and the pavement will be widened to accommodate the shelter.

The existing location of the Bus Shelter also causes a significant visibility issue for people attempting to leave Roseburn Cliff by car. The Bus Shelter blocks their view of Eastbound traffic until just before they join the A8. The proposed location will not cause visibility issues for any other road users.

The existing location is also just downstream of an important pedestrian crossing. This means that queuing buses regularly block the crossing, which impedes pedestrians crossing the road. The proposed location will have significantly greater upstream stacking length, before impacting on any other users.

Concerns have been raised that there is limited shelter from the elements at the proposed location, however it is important to note that there will be a bus shelter installed here under the proposals, and that bus services are very regular at this stop, so it is unlikely that people will be required to wait for extended periods at this location.

Concerns have also been raised regarding the impact of queueing buses on the Junction with Murrayfield Avenue. There is space under the new proposals for three buses to stack, before the junction, and there is a yellow box over the junction mouth. It is only occasional that four buses stack at this point, and when this does occur the yellow box should ensure that the junction is kept clear.

For the reasons above, the proposed bus stop location is seen as an improvement on the existing.

Bus Stops – West Coates

Throughout the development of the CCWEL project, the overall impact on bus users, and Public Transport throughout the corridor has been a key concern for the design team. As part of the statutory consultations for the TRO and RSO some concerns have been raised regarding the fact that several of the bus stops along the route will be located in the main running lane, meaning there will not be room to overtake a stopped bus, without entering the oncoming lane.

Along the project route there are nine bus stops. Of these nine, three will be located in the main running lane. Two of these will be on the South (Westbound) side of West Coates. The first will be located just to the West of Stanhope Street, and the second just to the West of Devon Place. The third bus stop with this arrangement will be on the North (Eastbound) side of Haymarket Terrace, adjacent to the Apex Haymarket Hotel.

It is important to note that all three of these bus stops are primarily used by passengers getting off the bus, rather than getting on the bus, and as such stopping times tend to be short. In addition, the two bus stops on the South side of West Coates – though very valuable for the local community – are lightly used, so many buses will not stop here at all.

Appendix 9: Council Responses to Representations

In addition, this layout is not uncommon throughout Edinburgh. There are many roads where vehicles must cross into the oncoming lane to pass a stopped bus. Examples of such layouts on busy streets include Morrison Street, adjacent to the Edinburgh International Conference Centre, and Fountainbridge, adjacent to Edinburgh Quay.

Bus Lanes – General

The changes to bus lanes which are proposed as part of this project have been discussed extensively with Lothian Buses who have confirmed that they are happy with the designs. The designs have prioritised bus lane provision on the approach to key junctions, as such there is a Westbound bus lane on the approach to the Roseburn Terrace/ Roseburn Street junction, and an Eastbound bus lane on the approach to Haymarket terrace.

The short section of Bus Lane on Roseburn Terrace has been removed, however it is unfortunately the case that the Loading Bay on the North Side of Roseburn Terrace is frequently used illegally during Peak Times, meaning that this Bus Lane is often ineffective at present anyway.

The design proposals have been extensively modelled, with a focus on the West-East movement on the A8, with journey times by bus being seen as a key priority. This exercise assumed that the current levels of traffic seen on this corridor would be retained, though in reality it is likely that they will reduce over time for three reasons:

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling exercise suggested that there would be limited impact on the Eastbound journey times for buses during the morning peak. In fact the proposals may even improve journey times by bus between Balgreen Road and Magdala Crescent by around 30 seconds during this time period.

The impact on Westbound bus journey times is also minimal, with a potential increase in journey times of around one minute during the morning peak for a journey between Magdala Crescent and Balgreen Road.

During the afternoon peak the modelling suggested a slight increase in journey times in both directions. This is in the order of around one minute for Westbound journeys, but only around 10 seconds for Eastbound journeys.

Appendix 9: Council Responses to Representations

As such, the overall impact of the proposals on public transport is minimal, and given that these predictions are likely to be 'worst-case' scenario, it is entirely possible that there will be no overall impact, or even a positive impact on public transport journeys through this corridor.

Segregation Design

The width of the separation strip between the cycle track and the carriageway conforms to the Edinburgh Street Design Guide requirements for segregated cycle routes which stipulate 500mm as the minimum width for such a feature where it is used for a two-way cycleway adjacent to a road used by buses and HGVs. This separation strip, or buffer, is not designed as a waiting area for people crossing the road, and it is not anticipated that people will wait here with buggies or other such items.

As part of the project proposals we are making significant improvements to the ability to cross West Coates, and other main roads along the route. We are doing this by introducing additional uncontrolled, and traffic-light controlled crossings, and by making all of the traffic light controlled crossings single stage, meaning people on foot will be able to cross the road in one movement. As such, for people with buggies, or disabled road users, it will be significantly easier to cross the road following implementation of the scheme than it is now.

Roseburn Street/ Russell Road Traffic Lights

The CCWEL designs seek to reduce the impact of through traffic on Roseburn Place, and Roseburn Gardens, which is caused by traffic from Russell Road avoiding the difficult right turn onto Roseburn Street. To achieve this the project proposals reverse the priority for the Russell Road, Roseburn Street Junction, and prohibit the exit from Roseburn Gardens to Roseburn Terrace.

The signalling team at the Council have provided assurance that re-introducing traffic lights at this junction will not be workable, as it would have an unacceptable impact on the West – East movement along the A8.

Air Quality

The CCWEL project falls within the Edinburgh Central Air Quality Management Area, and air quality has been a key issue of concern for many within the local communities along the route especially regarding the two shopping streets of Roseburn Terrace and Haymarket Terrace which are both narrow tenemented streets, and thus pose a greater risk in relation to local air quality.

The designs for Roseburn Terrace which have been developed as part of the City Centre West to East Cycle Link (CCWEL) retain two Eastbound traffic lanes heading into the city, and one Westbound lane heading out of the city. In addition the length of the Loading bay on the North side of the street has been reduced to make it easier for Eastbound traffic to move past Southbound traffic at the junction with Roseburn Street. At present this is a major source of queuing on Roseburn Terrace. The proposals have been through an extensive modelling exercise which has shown that there is not predicted to be a significant impact on queuing traffic along the main road at Roseburn Terrace.

On Haymarket Terrace a key cause of queueing traffic was the impact of the tram on the traffic lights at the junction with Haymarket Yards. However, changes made to this junction have eased traffic flows and queue lengths on Haymarket Terrace.

There is not anticipated to be any significant impact on local Air Quality on Roseburn Terrace and Haymarket Terrace. However this will be closely monitored following implementation.

Impact on Businesses – Roseburn Terrace & Haymarket Terrace

The project proposals will make considerable changes to Roseburn Terrace and Haymarket Terrace, through the introduction of a segregated cycletrack along the north side of the A8. And reducing the length of the loading bays on the North and South sides of the road. There has been concern from local businesses that these changes may negatively affect their income streams.

Businesses on Roseburn Terrace and Haymarket Terrace have been involved in the design process to ensure that the proposals, as far as possible, address their concerns. In response to this the loading bay on the North Side of Roseburn Terrace has been retained, and the time restriction on the parking and loading on the South side of Roseburn Terrace has been altered so that these facilities will now be available all day, and not just in the off-peak periods.

A significant number of short-stay parking spaces will be introduced in the Roseburn area. This will be in place of existing unrestricted parking, which is often used by commuters heading into town, and so provides limited benefit for the local shops. Under the proposals the number of short stay parking spaces in the Roseburn area will increase from 12 spaces, to 49 spaces. These will be on adjacent streets including Murrayfield Avenue, Murrayfield Place, Roseburn Street and Russell Road.

On Haymarket Terrace the Loading Bay on the South side of the road, opposite Coates Gardens will be retained, and Loading bays will be introduced on Coates Gardens and Rosebery Crescent. As such there will be a net increase in the amount of loading space available on Haymarket Terrace.

The introduction of a segregated cycling facility is anticipated to be a benefit, rather than a cost, for local businesses. There is evidence that such facilities have had a positive impact on retail spend where they have been introduced in other parts of the world, and that although shoppers who come by bike spend less *per trip* than those who come by car, they tend to make more regular trips and thus spend more across a period of a month.

Given the above it is anticipated that the project will be beneficial to local business vitality, on Haymarket Terrace and Roseburn Terrace. Assessment of the impact of the project on the local

Cyclists are Minority

There is a perception that people on bikes represent only a tiny proportion of the population in Edinburgh, and thus, should not be catered for on main roads. In fact, this is not true.

During the 2011 census it was found that around 5% of people in Edinburgh cycled as their primary means of transport for accessing work or study. Since then however this number has been climbing. The Bike Life Survey carried out in 2016 by polling company ICM surveyed a representative sample of 1100 people throughout Edinburgh regarding their travel habits. This survey found that 7.5% of commuters living in Edinburgh travel by bike, a significant increase in only five years, which is supported by other similar surveys.

Furthermore, the Bike Life Survey also found that 9% of residents cycle at least 5 times a week, and 20% of residents cycle at least once a week. In fact on key routes into the city, cyclists can represent a significant proportion of traffic on the road.

Meanwhile car ownership, and car use has been falling in Edinburgh. Between 2001 and 2011 Edinburgh was the only part of Scotland where car ownership decreased.

The Bike Life survey also gauged attitudes towards cycling in Edinburgh and found that 63% of people said Edinburgh would be a better place to live and work if more people cycled, 65% of people would find protected roadside cycle lanes very useful to help them cycle more, and 80% of people

Appendix 9: Council Responses to Representations

support building more protected roadside cycle lanes, even when this could mean less space for other road traffic.

Cycling is common in Edinburgh, and growing rapidly, especially on main routes into the city. Meanwhile car ownership is falling, and car use is falling in urban areas throughout the UK. These are trends that the city must adapt to, and indeed are trends that should be encouraged.

To this end the Council's Local Transport Strategy includes explicit targets to reduce the proportion of journeys in the city done by private car, and to increase the proportion of those done by bike. The Council's Active Travel Action Plan sets out many of the projects through which this change will be delivered, including the CCWEL project. At present the roads in question are hostile environments for cycling, so it is not surprising that there are only a small number of people on bikes using them. However, the CCWEL project will connect various parts of Edinburgh's cycle network with the city centre, and thus, is expected to result in a significant increase in the number of people using bikes in the corridor.

Cost to Public

Infrastructure schemes that support cycling are comparatively inexpensive, compared to other transport infrastructure.

For this project a Project Justification Report was carried out which looked into the likely economic benefits for the city which would be gained from building the cycle route. This report found that the project was expected to achieve a cost to benefit ratio of 3.3 : 1, meaning that for every £1 the public invests, it gets £3.30 in return. This is largely due to the health benefits gained from increased active travel amongst the city's population, along with some wider economic benefits.

Lack of Enforcement/ Regulations/ Contribution from Cyclists

Issues such as, enforcement of the law as it relates to bicycle use, legislation around using bicycles, and taxation of road users are not aspects that the Council has any control over, and are not within the scope of this scheme.

Public Opinion

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive. Though it is important to note that there were significant pockets of opposition within some communities along the route.

Following this consultation exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. This process was established in response to opposition from some groups in the local community. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and

Appendix 9: Council Responses to Representations

distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.

The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progress of the detailed design, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.

All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains 2,207 email addresses, and project updates are sent out on a roughly monthly basis.

The SLO has attended every meeting of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so to provide regular updates on the progress of the scheme. The SLO has also ensured that the West End Community Council are kept up to date with the progress of the project.

In developing the Detailed Designs meetings were held with Murrayfield Community Council and West End Community Council to discuss the detailed design proposals.

Finally, a dedicated consultation and engagement project "Rejuvenating Roseburn" has been developed to progress designs for improved public realm within the Roseburn area to be delivered as part of this project. The results of this activity are available online:

www.edinburgh.gov.uk/rejuvenatingroseburn.

Unsafe for Cyclists

The safety of cyclists using the route has been a paramount consideration throughout the development of the designs. Both SPOKES and Sustrans Scotland have been closely involved in the development of the designs, and both have stated their support for the project.

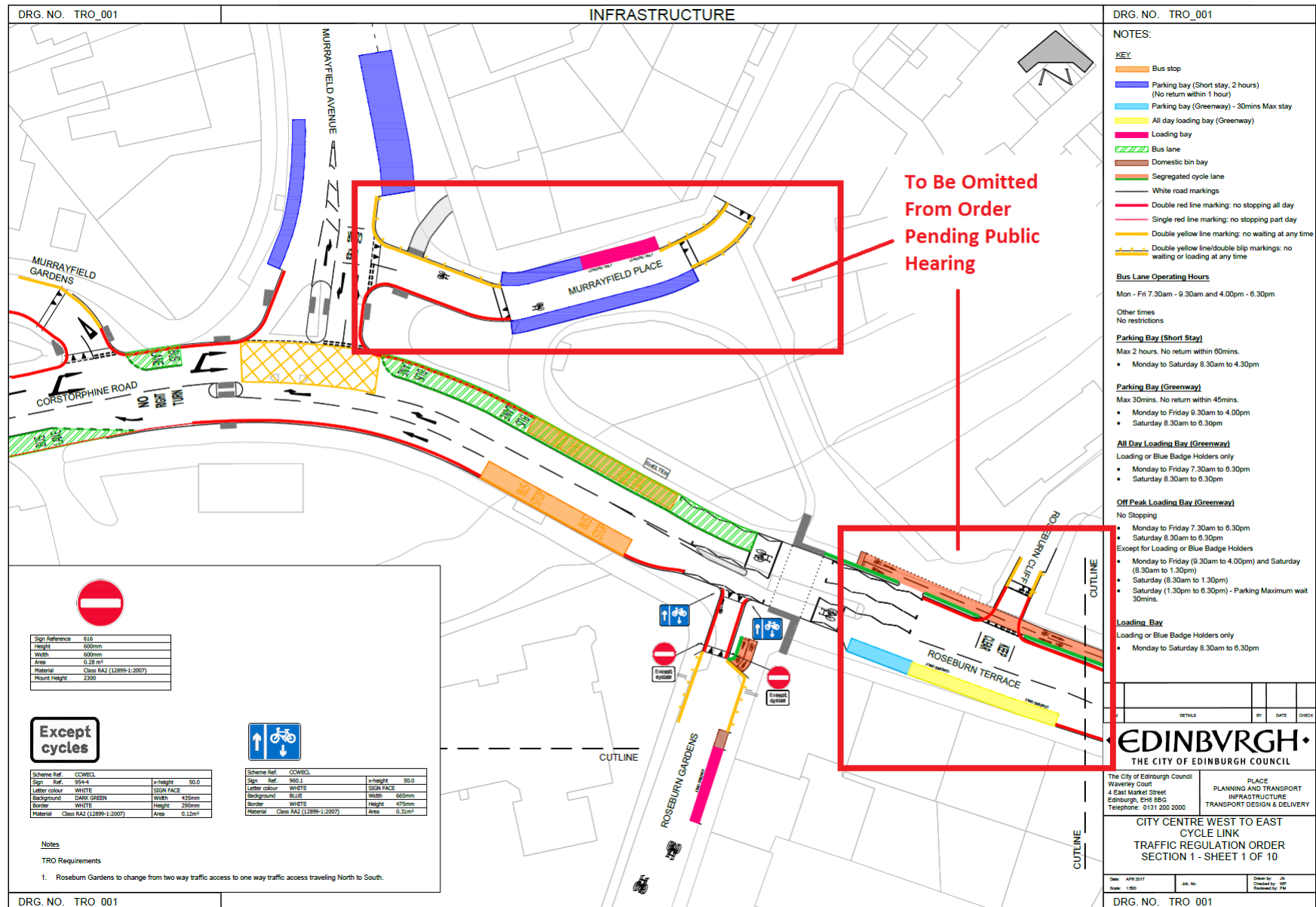
The cycletrack will be physically separated from the carriageway along the A8, meaning that people on bikes do not have to mix with traffic. The separation strip will be a minimum of 50cm wide, meaning that when passing parked vehicles people on bikes will not be at significant risk of 'dooring'. In addition all side road junctions are designed to give clear priority to pedestrians and cyclists.

Overall the project will provide a safe and direct route for people cycling to and from Roseburn and the City Centre, and represents a dramatic improvement in safety for all users from the current level of provision.

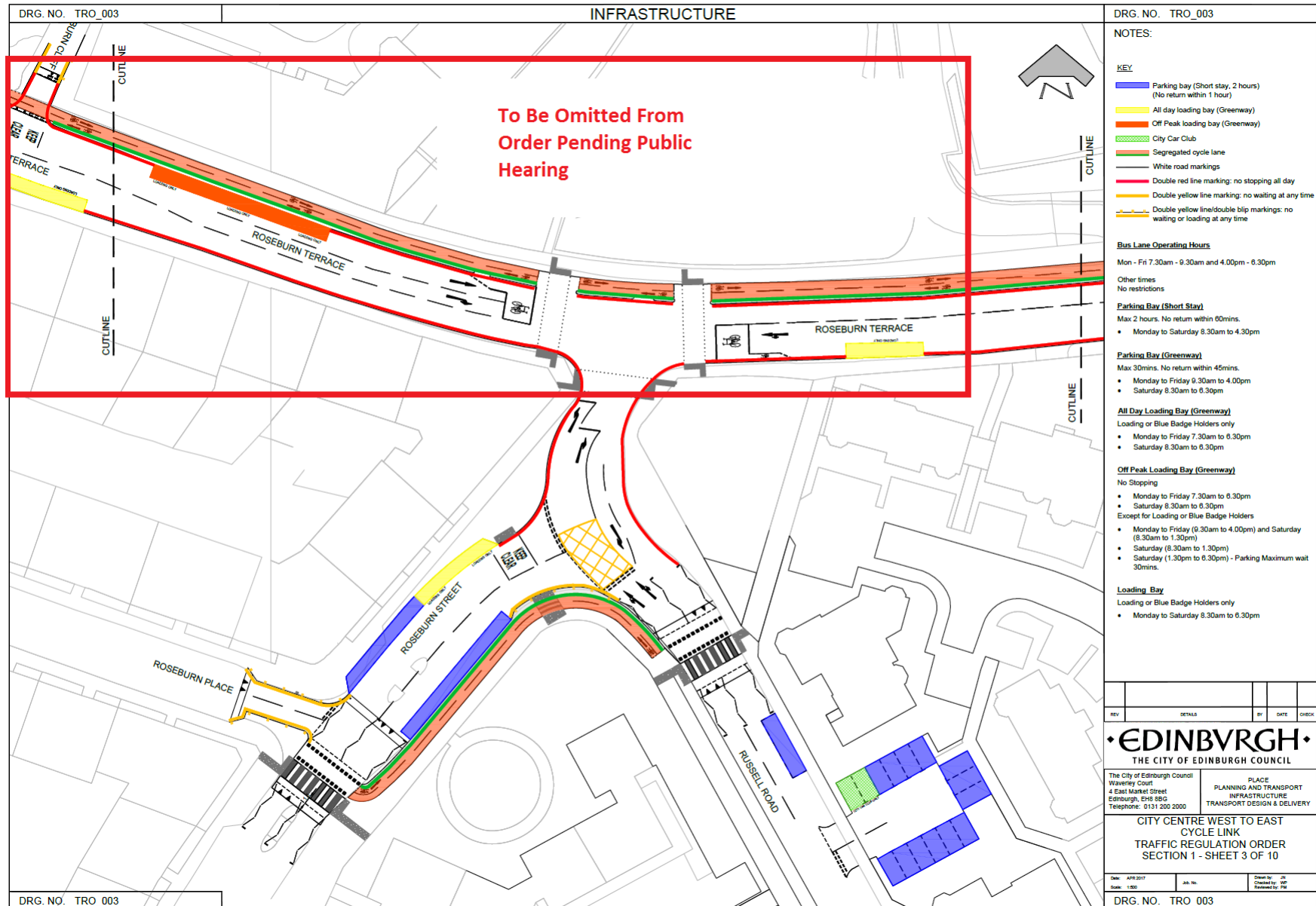
Query – General (Roseburn Gardens)

The Traffic Regulation Order drawings can be misleading as they tend to show street signs the correct way up, even when this is the opposite of how they will appear on the ground. The junction of Roseburn Gardens and Roseburn Terrace is one example of this issue. The left turn from Roseburn Terrace to Roseburn Gardens **will not** be prohibited. Anyone driving West on Roseburn Terrace who is not able to find a parking or loading space initially will be able to turn left into Roseburn Gardens to loop back around and either use the short stay or loading facilities on Roseburn Street or Russell Road, or try again on Roseburn Terrace.

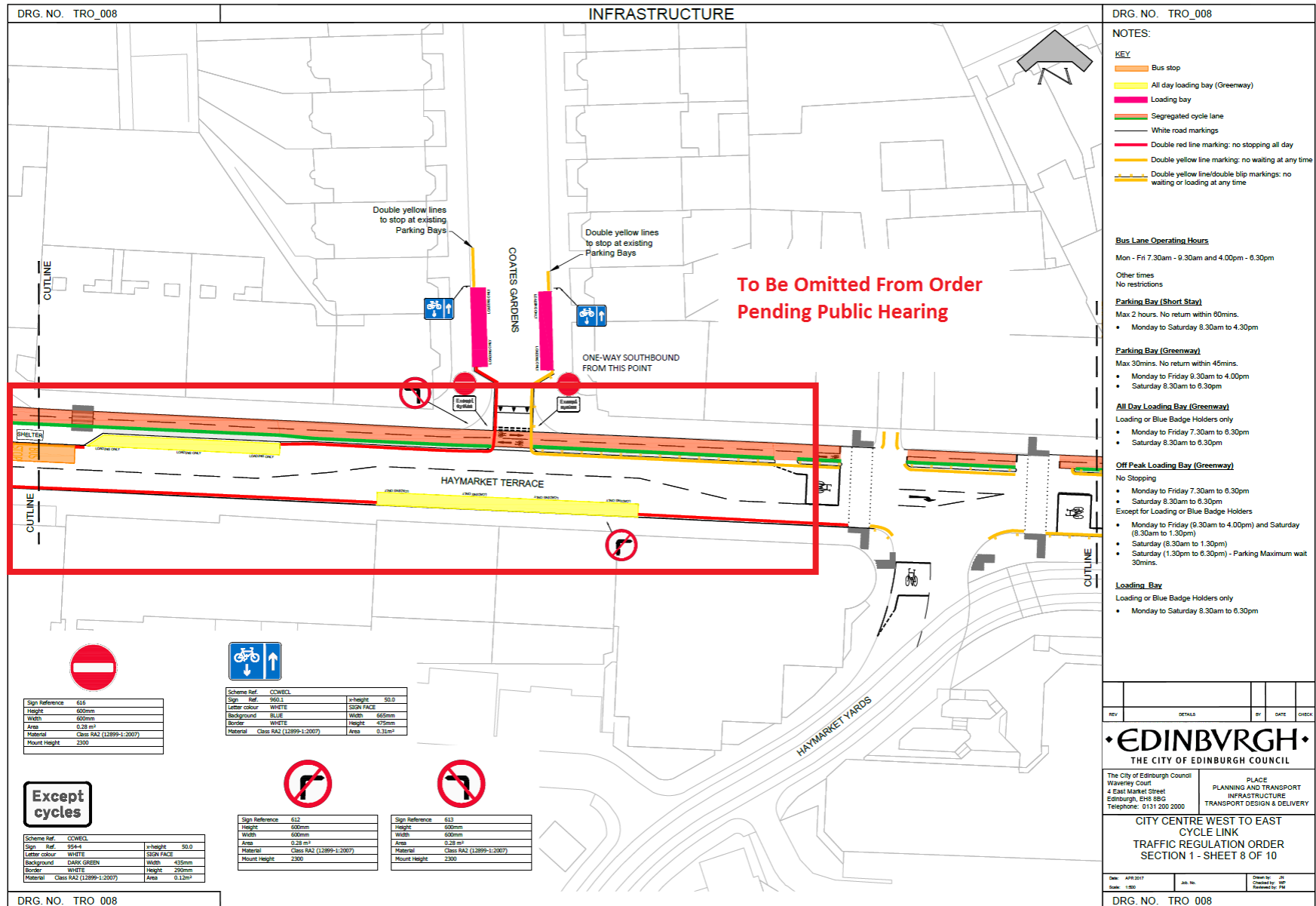
Appendix 10: Areas to be Omitted from the TRO



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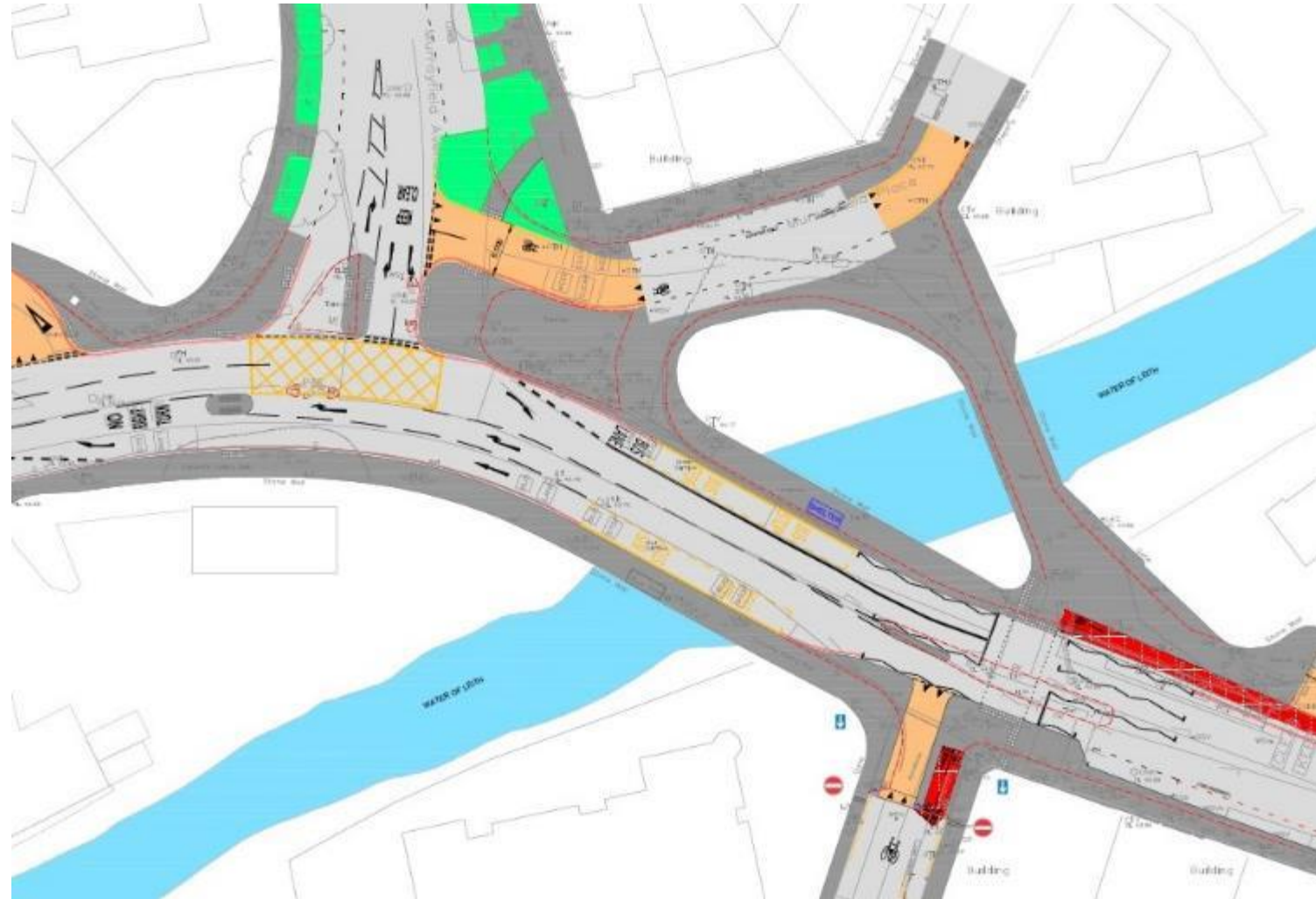
DRG. NO. TRO 010



Delivering the Roseburn Action Plan

CCWEL PROPOSALS

- Wider Pavements
 - Shorter, Safer Crossings
 - Much more pedestrian space
 - Relocated Bus Shelter
 - Additional Greenspace
 - Cycle route and access over bridge
-
- **Enormous Potential**



CO-PRODUCTION

“Co-production is when design professionals work closely with local people to create better places designed both for and with the end user”

We have worked closely with Murrayfield Community Council in developing our approach to engagement, and with their input have targeted key local stakeholders:

- Local Residents
- Local Businesses
- Roseburn Primary School
- St George’s School for Girls
- Water of Leith Conservation Trust



OUR ENGAGEMENT PROCESS

Initiation – 10th October at the last Murrayfield Community Council Meeting

Engaging Young People – 24th-26th of October - Roseburn Primary P1s, P5s & P7s

On-Site Engagement – 7th of November on Old Coltbridge with support from MCC

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INITIATION

We attended the meeting of MCC on 10 October. We asked what people liked/didn't like about the space, and what their ideas were for improvement.

We got lots of feedback!



INITIATION — LIKES BY THEME

I like...

The Natural Environment

“View over Water of Leith, Papes Cottage, Plaque, Planters”

“Beautiful quiet spaces away from the road — trees to view of water”

The Built Environment

“Nice buildings, trees, with great potential for better public use”

“The Old Bridge”

The Potential

“Opportunity to create a place of pride”

“Great opportunity to turn Roseburn into lively buzzy area”

INITIATION — DISLIKES BY THEME

I don't like...

Traffic Dominance

“This area is an entirely car-determined/ car priority area rather than what it could be – a local square for everyone”

“Can feel hemmed in by parked cars at bridge entry/ exit”

The Pedestrian Environment

“I like to walk, pavements need improved” “Narrow Pavements”

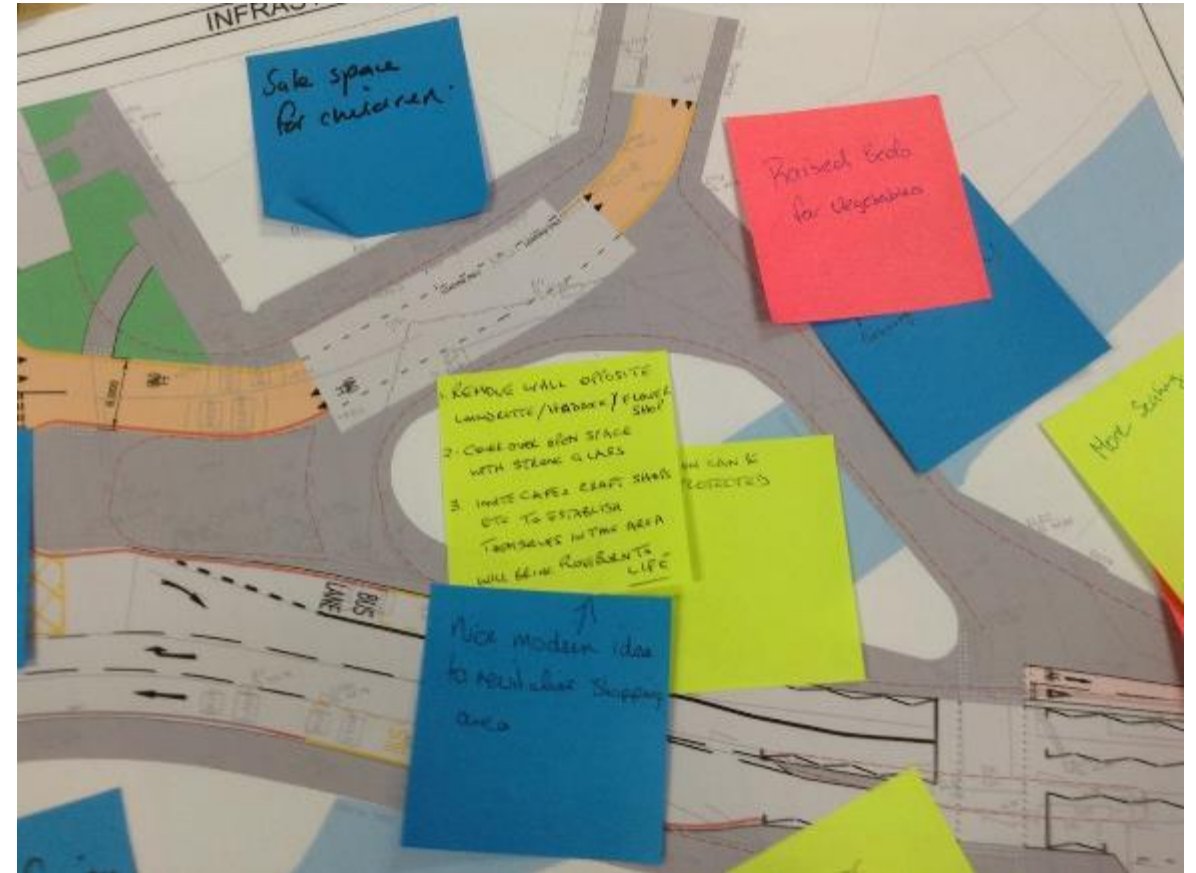
“Nowhere to sit” “Not enough open space at present”

Impact of Major Events

“Crowds going to & from Murrayfield Stadium Congestion”

INITIATION — IDEAS FOR THE NEW SPACE

We had lots of ideas for improvements!



INITIATION — IDEAS FOR THE NEW SPACE

I think there should be...

More Greenery

“Bulbs, wild flowers, more planters”

“Raised beds for vegetables”

“Need for more soft landscaping”

“Bulbs and wild flowers in grassed areas”

More Bike Parking

“More space to lock bikes”

“More space to lock bikes please!”

More spaces to Sit

“Sociable seating for sheltered housing in open air”

“More seating”

“Seating facing Water of Leith”

A Farmers Market

INITIATION — IDEAS FOR PARTICULAR SPACES

On **The Old Bridge** I think there should be...

“Unified traditional/ historically correct surface for bridge – it’s of significant historic interest”

“Some benches on bridge? Daytime café seating at wider parts of bridge”

On **Murrayfield Place** I think there should be...

“Pedestrianize area in front of shops? Would feel like good use of space and great views”

“Hide bins behind the high hedges”

At the **Water of Leith** I think we should...

”Remove wall opposite Laundrette/ Haddock/ Flower Shop. Cover over open space with strong glass. Invite cafes, craft shops, etc to establish themselves in the area. Will bring Roseburn to life.”

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ENGAGING YOUNG PEOPLE

Across the 24th, 25th and 26th of October we engaged with three classes from Roseburn Primary: P1, P5 and P7. Over 90 children in total took part.



PRIMARY 1: MY PERFECT PLACE - COLLAGE



PRIMARY 1: ON-SITE - RUBBINGS



PRIMARY 1: THEMES

Certain themes came through from the Primary 1s collages, including:

- Quiet places to sit
- Lots of greenery
- Play
- Water
- Lighting

PRIMARY 5: SAFETY SIGNAGE





PRIMARY 5: ON-SITE



PRIMARY 5: ON-SITE



PRIMARY 5: DESIGN



PRIMARY 5: THEMES

Themes from the Primary 5 Sessions were very similar to those from the Primary 1 sessions:

- Places for play
- Shelter from the main road
- More greenery
- More places to sit

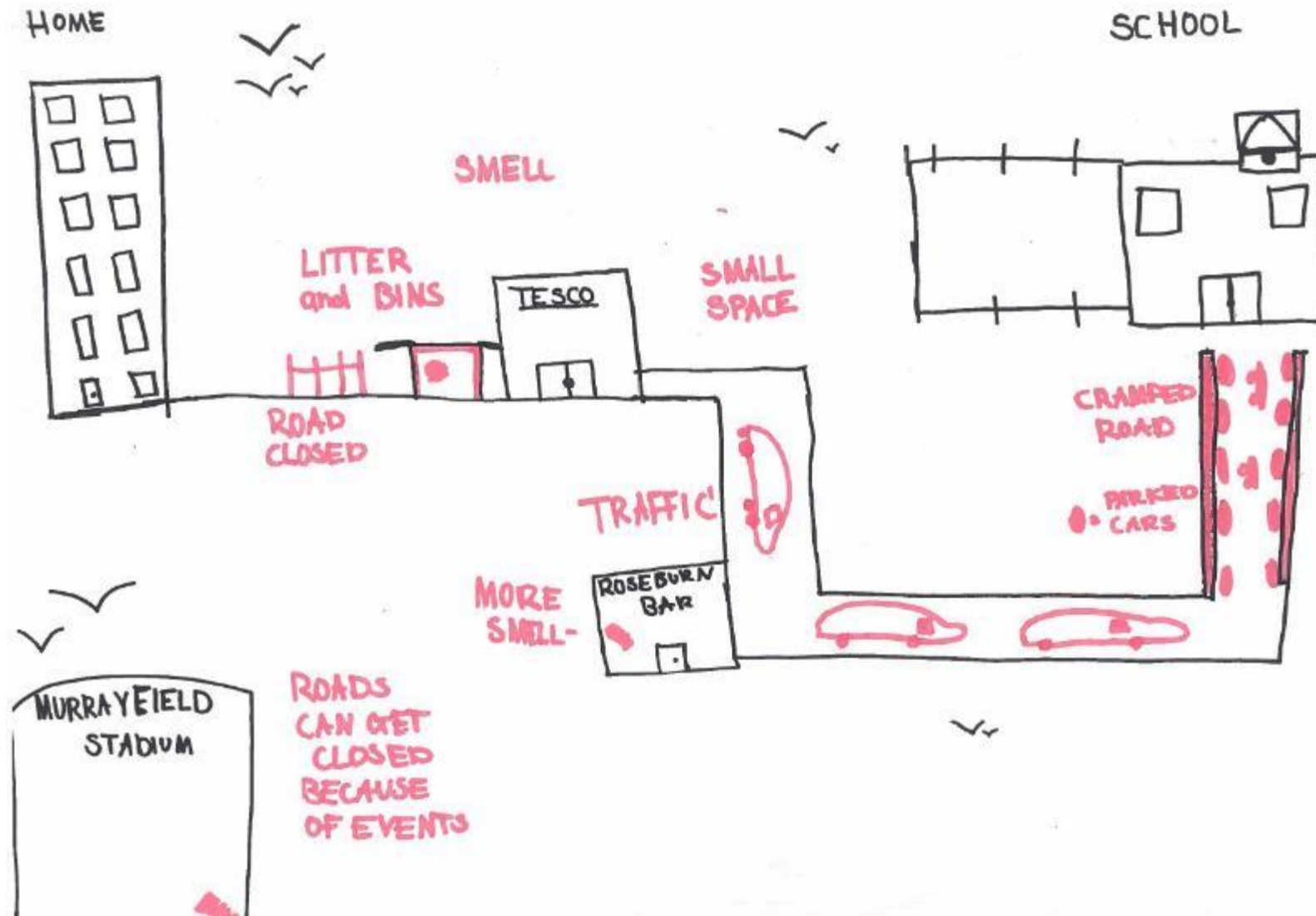
PRIMARY 7: MY ROUTE TO SCHOOL

We asked Primary 7s to draw their route to school, highlighting the good and bad things.

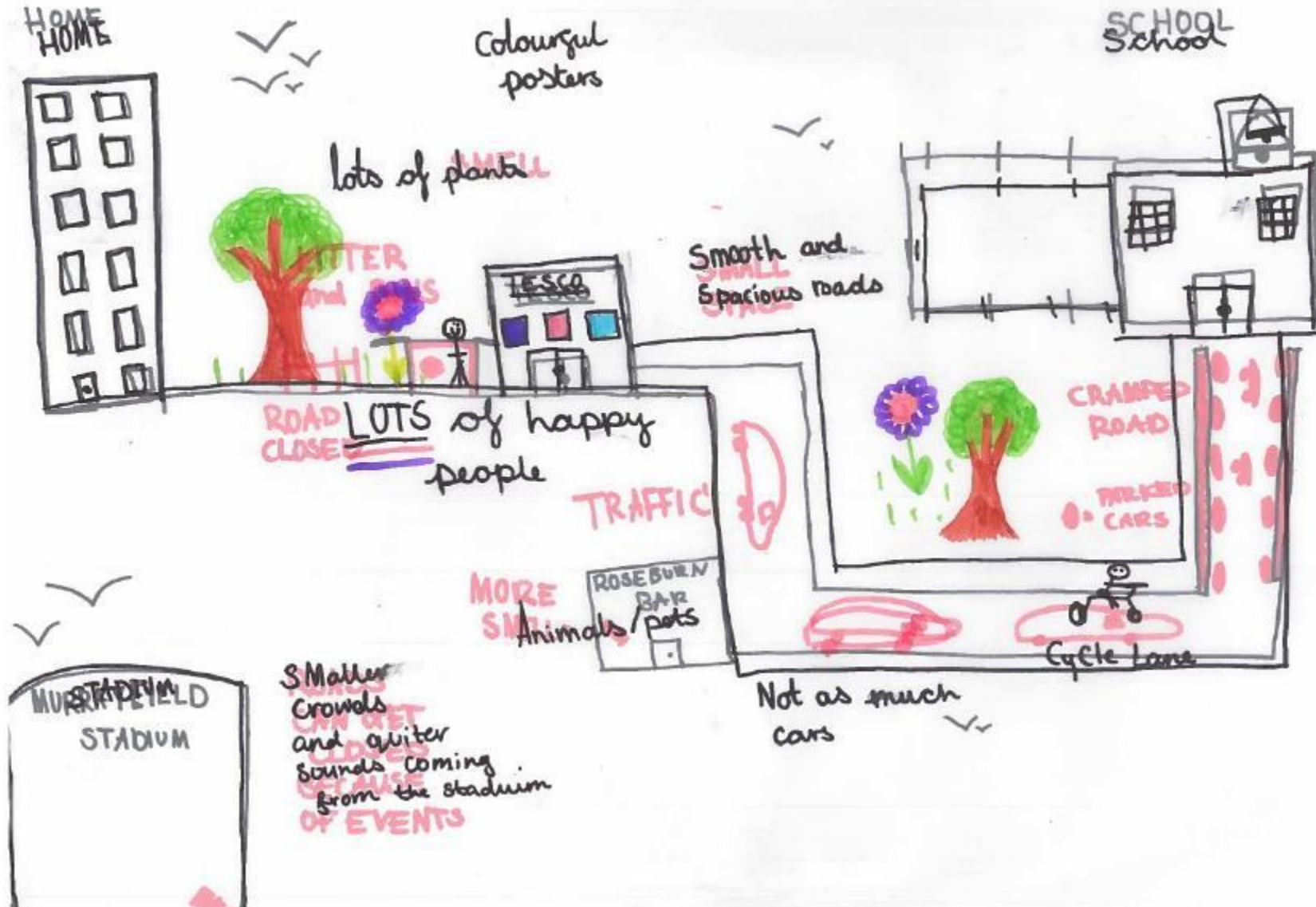
Then we asked them what they would change.



PRIMARY 7: MY ROUTE TO SCHOOL



PRIMARY 7: MY ROUTE TO SCHOOL



PRIMARY 7: MY ROUTE TO SCHOOL



PRIMARY 7: MY ROUTE TO SCHOOL



PRIMARY 7: ON-SITE



PRIMARY 7: ON-SITE



PRIMARY 7: ON-SITE



PRIMARY 7: DESIGN



PRIMARY 7: DESIGN



PRIMARY 7: THEMES

Once again, many of the themes which came forward from the Primary 7s were similar to those from the Primary 5s and Primary 1s.

- More greenery
- More places to sit
- Water features (including drinking fountain)
- Flexible spaces with something for everyone
- Improved lighting (aesthetics and functionality)
- Christmas Tree
- Play and Recreation

OUR ENGAGEMENT PROCESS

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ON-SITE ENGAGEMENT

We set up on site on the 7th of November from 8:30am till 4pm to take comments and suggestions from people in the area.

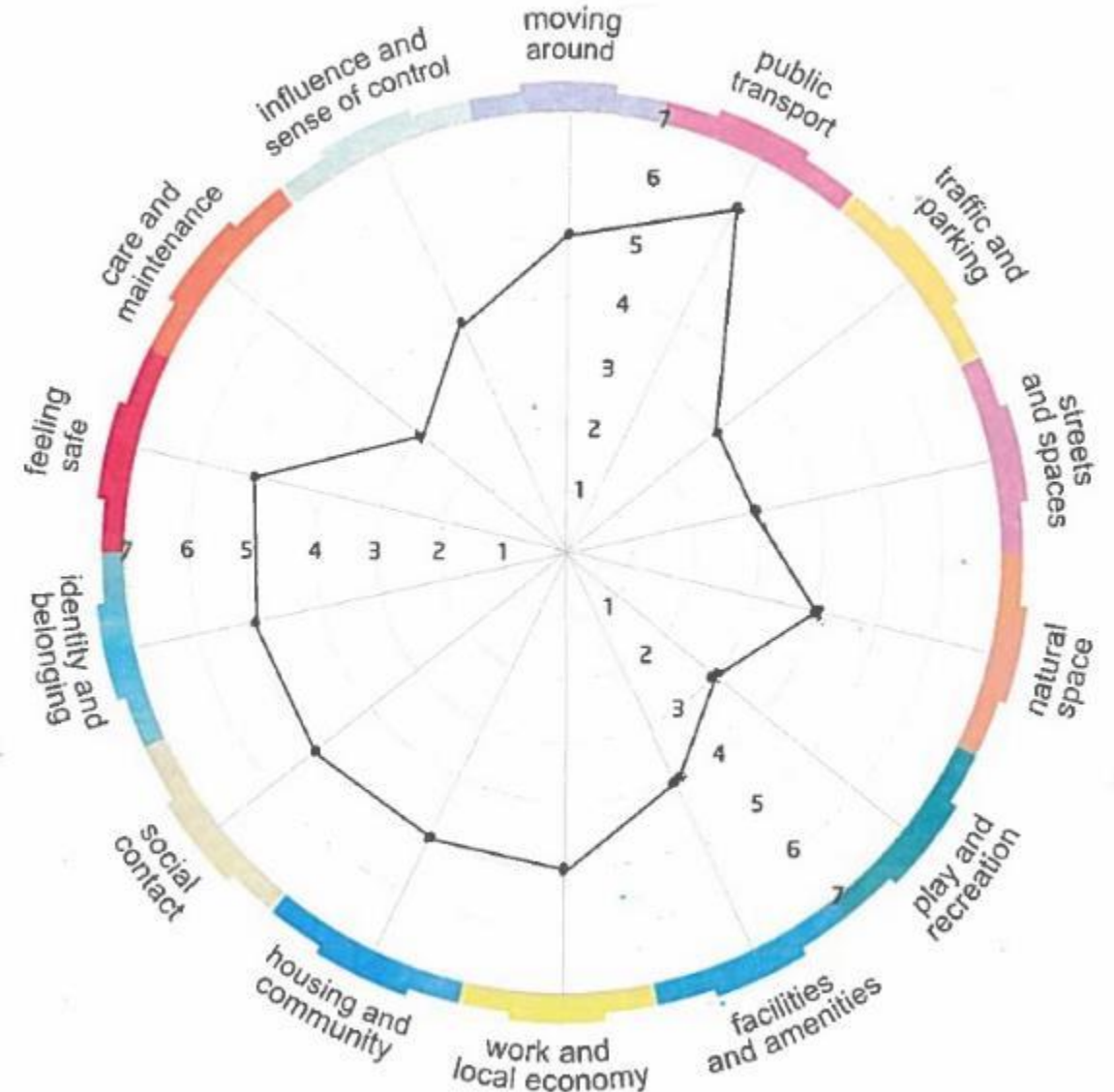


ON-SITE ENGAGEMENT

Attendees filled in a 'Place Standard Tool'. This helped us to understand the areas where the space is performing well, and the areas where the space is performing poorly.

It is clear that most people believe the area is very well served by Public Transport. However many feel it could be improved in terms of:

- Care and Maintenance
- Traffic and Parking
- Streets and Spaces, and
- Play and Recreation



ON-SITE ENGAGEMENT

We also had plans available so that people could draw out their ideas

And we got plenty more suggestions on Post-Its!



ON-SITE ENGAGEMENT: SUGGESTIONS & IDEAS

Craft/ Farmers Market

“Space for craft. Market space for pop-up crafts” “Love the idea of a Farmers Market”

“Sat/ Sun Market as in Stockbridge Sunday Market” “Pop-up Farmers Market”

Natural Environment

“More trees & plants & flowers – a feel of nature. More seating to enjoy the view”

“Hanging baskets on Roseburn Terrace would be nice”

The Old Bridge

“Increased maintenance on Old Coltbridge & of all green infrastructure”

“Cobbles back please “Seating and Planting”

Water of Leith

“I suggest knocking part of the wall down and incorporating the riverside into the garden in the new area”

OUR ENGAGEMENT PROCESS

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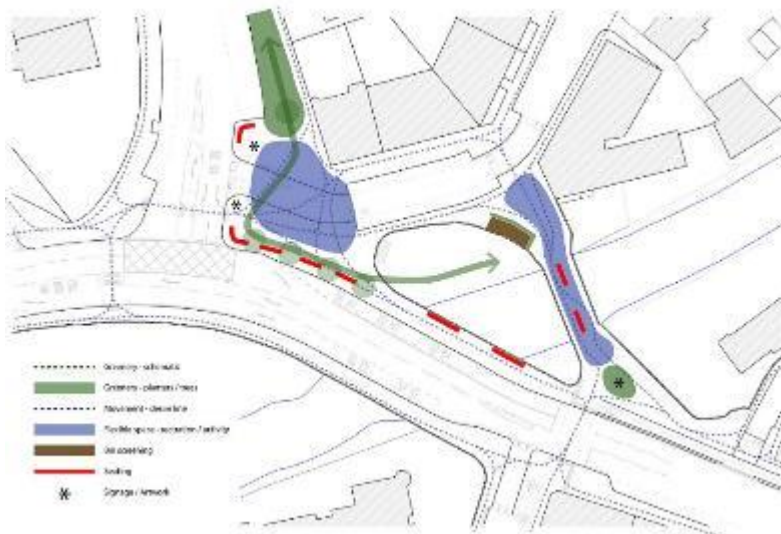
Design Consultation – During the coming months

OPTIONS DEVELOPMENT

We developed three initial design options for further discussions.

These options were presented as flexible and meant to provide a steer from the local community as to which direction to go in.

Each of the three options responds to the input we have received along four key themes: **Heritage; Nature; Community; Amenity**. But each does so in different ways.



OPTIONS DEVELOPMENT: OPTION 1

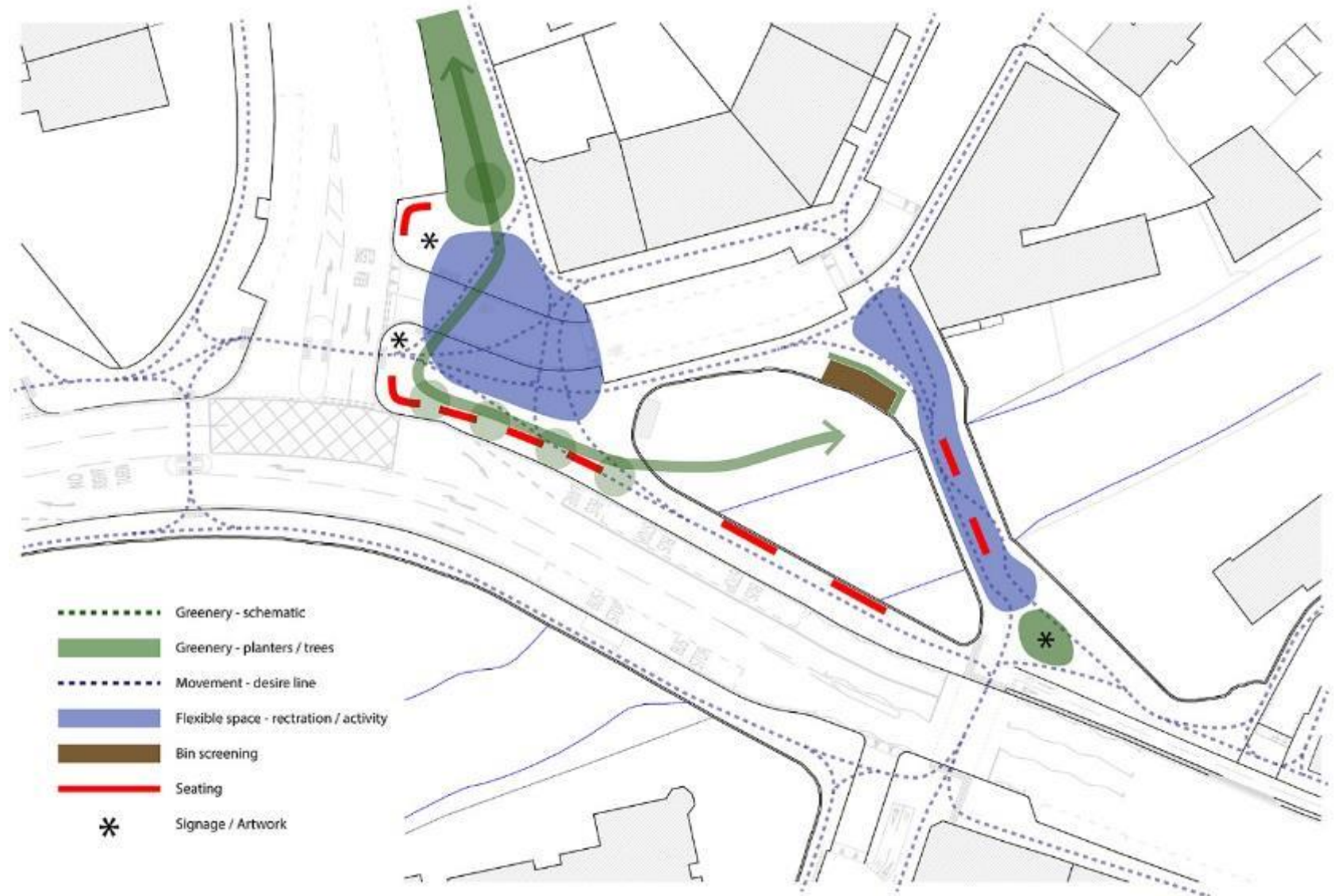
Flexible space maximised on both Murrayfield Place & the Old Bridge

Greenery and seating provides Shelter from main road

Gateway creation at junction of Murrayfield Ave & Murrayfield Plc

Bins screened on North Side of Old Bridge

Main Focus – flexible space



OPTIONS DEVELOPMENT: OPTION 2

Maximising greenery throughout area

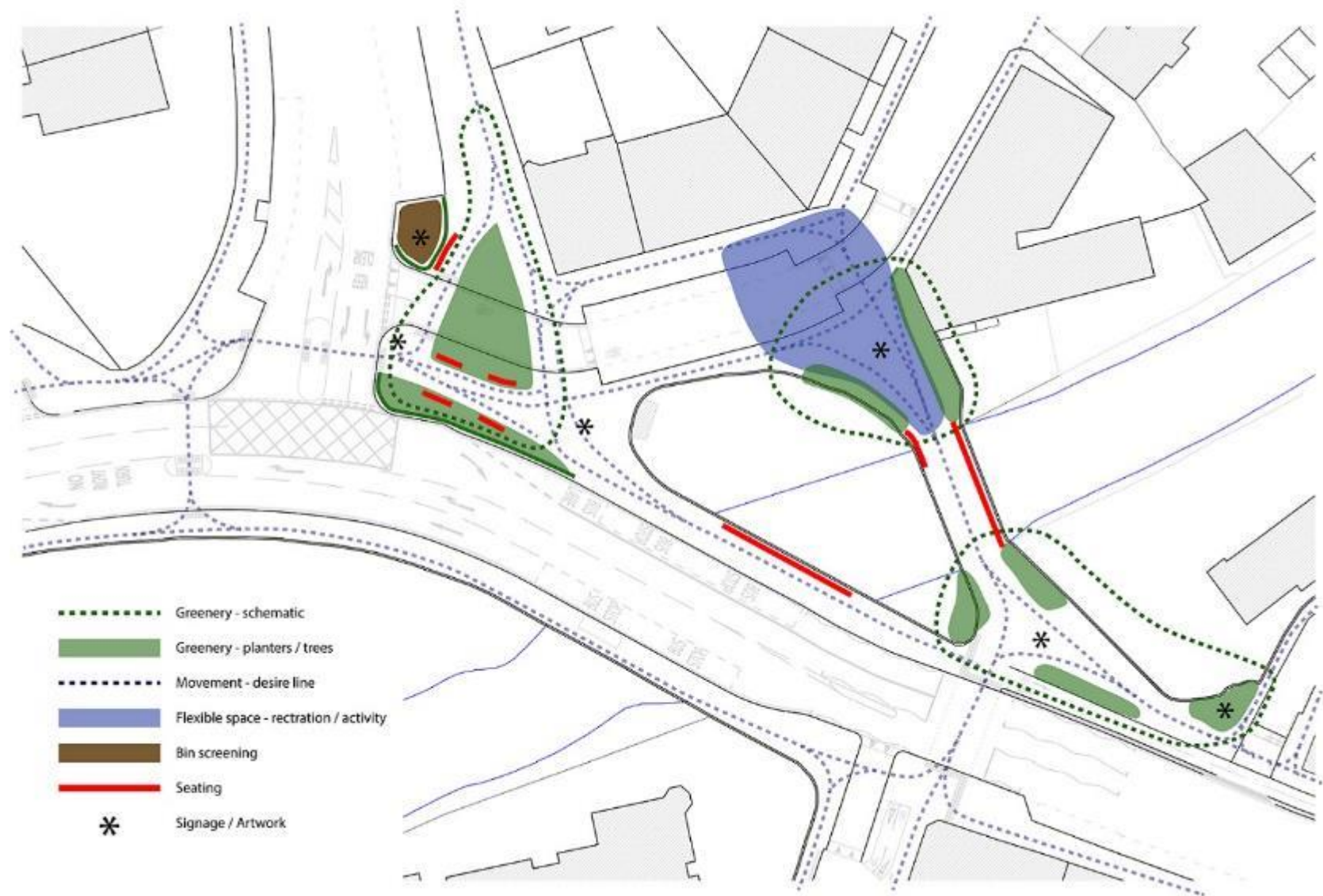
Flexible space connected to commercial area to the North of the Old Bridge

Greenery provides shelter from main road and separation between cycle track and pavement

Bins screened on Murrayfield Avenue

Seating placed to maximise views over water of Leith

Main focus – Natural Environment



OPTIONS DEVELOPMENT: OPTION 3

Smaller flexible space within greenery

Old Bridge designed around slow and Safe interactions between users

Greenery integrated with seating and Signage/ artwork

Bins screened on Murrayfield Avenue

Informal 'play' space within green areas

Main Focus – Balance between all uses





Community notice board



Bin screening



Raised planters and seating



Cycle parking



Sculpture and artwork



Play area



Festive events



Local weekend market



Planters / sensory garden



Signage and references



Tree canopy / avenue



Nature trail

OUR ENGAGEMENT PROCESS

~~Initiation – 10th October at the last Murrayfield Community Council Meeting~~

~~Engaging Young People – 24th-26th of October – Roseburn Primary P1s, P5s & P7s~~

~~On-Site Engagement – 7th of November on Old Coltbridge with support from MCC~~

~~Options Development – Developing options based on initial feedback~~

Public Exhibition – 5th of December Getting feedback on design options

Design Development – Pulling together a Draft Design

Design Presentation – 27th February at MCC meeting

Design Consultation – During the coming months

PUBLIC EXHIBITION

We held a public exhibition on Tuesday 5th December on site on the Old Coltbridge, and then at MCC's December Meeting where we asked people to tell us which design was their preference.

We received 57 responses with Option 3 coming out as the most popular. Though many people like aspects of Options 1 and 2 as well.

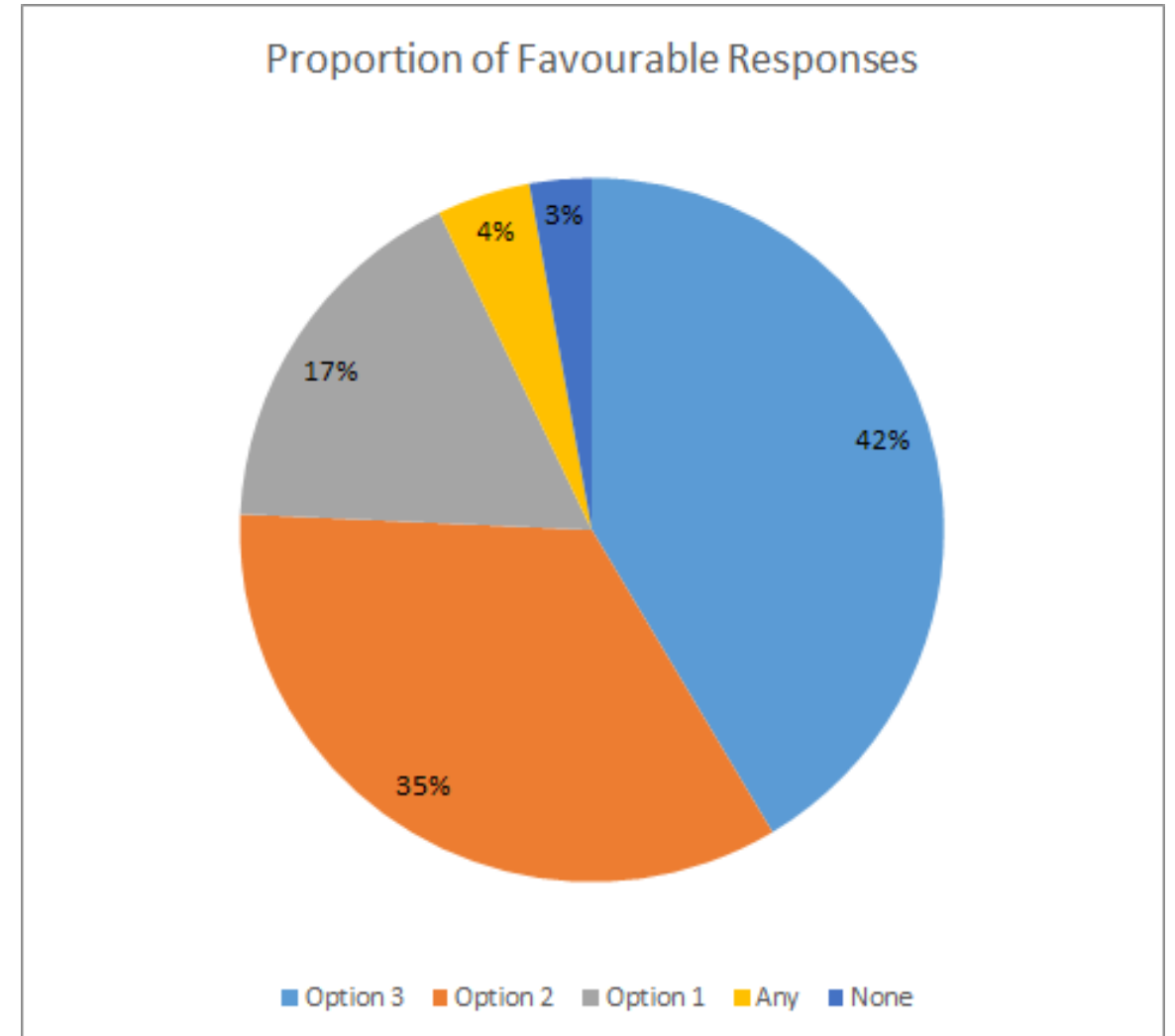


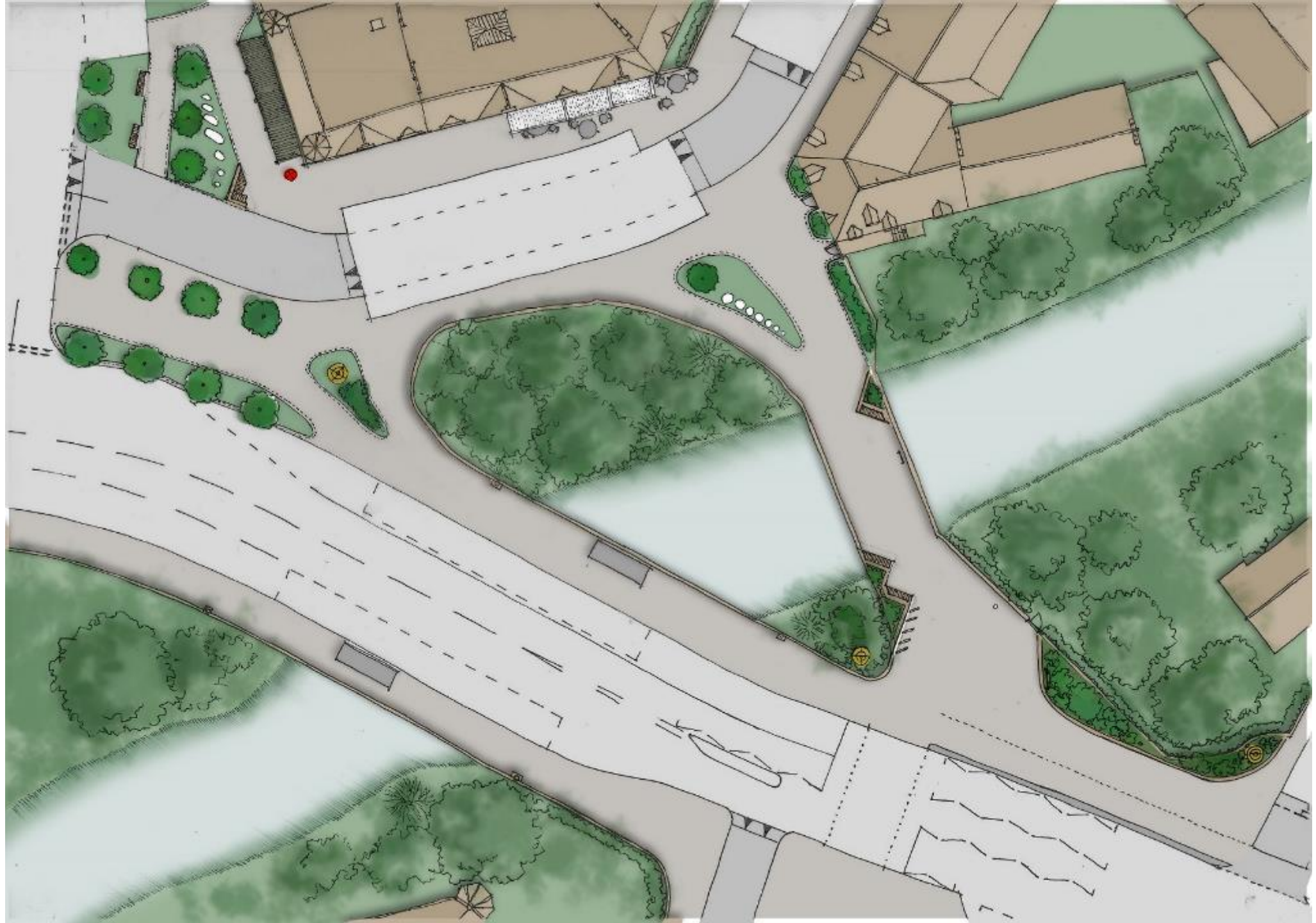
PUBLIC EXHIBITION

We received 57 feedback form responses during the on-site consultation in the day, and the evening session at MCC's meeting.

From these responses Option 3 appeared as the most popular. Though many people liked Option 2 as well.

Some people said they would be happy with any of the options, while only a few said they liked none of them.





PUBLIC EXHIBITION

We also got lots of lovely comments including:

“all look great. The more space can be used for community the better”

“like the idea of space for market etc. combined with features for seating etc. Also idea of area for children”

“I like the screening of the traffic and opening up of sheltered space”

“good balance to suit everyone”

“cutting that rat-run feeder is awesome”

“Thanks for taking p7s views on board!”

OUR ENGAGEMENT PROCESS

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Design Development – Pulling together a Draft Design

Design Presentation – 27th February at MCC meeting

Design Consultation – During the coming months

DESIGN DEVELOPMENT

During January and February we used all of the information we had received to develop a Draft Design based primarily on Option 3, but taking account of the parts of Options 1 and 2 that people liked.

We presented this design at the meeting of Murrayfield Community Council on Tuesday 27th of February to seek initial input.









OUR ENGAGEMENT PROCESS

- ~~Initiation – 10th October at the last Murrayfield Community Council Meeting~~
- ~~Early Discussions – With local residents and businesses~~
- ~~Engaging Young People – 24th-26th of October – Roseburn Primary P1s, P5s & P7s~~
- ~~On-Site Engagement – 7th of November on Old Coltbridge with support from MCC~~
- ~~Options Development – Developing options based on initial feedback~~
- ~~Public Exhibition – 5th of December Getting feedback on design options~~
- ~~Design Development – Pulling together a Draft Design~~
- ~~Design Presentation – 27th February at MCC meeting~~
- Design Consultation – During the coming months**

WHAT'S NEXT

Once we have completed the Draft Design, we will host a full public consultation on the Rejuvenating Roseburn placemaking proposals.

Following this we will make any necessary changes to the designs before including them as part of the overall CCWEL project.

These changes will be delivered alongside those associated with the CCWEL, using funding from the same sources.

As such, we will not be able to deliver the Rejuvenating Roseburn project, without delivering the CCWEL project also.

Appendix 12: Detail of Changes to Parking and Loading

Table 1: Detail of Proposed Changes to Loading Bays in Roseburn

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	Murrayfield Place	N/A	0
	Roseburn Gardens	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Roseburn Terrace North Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	8
	Roseburn Terrace South Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	12
	Roseburn Terrace (East of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	4
	Roseburn Street	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Russell Road	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	4
Existing	Total	Loading	32

Appendix 12: Detail of Changes to Parking and Loading

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	Murrayfield Place	<u>Loading/ Blue Badge</u> (Mon – Sat: 8.30am – 6.30pm)	2
	Roseburn Gardens	<u>Loading/ Blue Badge</u> (Mon – Sat: 8.30am – 6.30pm)	2
	Roseburn Terrace North Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	5
	Roseburn Terrace South Side (West of Roseburn St)	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	5
	Roseburn Terrace (East of Roseburn St)	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Roseburn Street	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Russell Road	N/A	0
Proposed	Total	Loading	18

Appendix 12: Detail of Changes to Parking and Loading

Table 2: Detail of Proposed Changes to Parking Bays in Roseburn

Type	Location	Operation: Unrestricted/Short Stay	Spaces
Existing	Murrayfield Ave	Unrestricted	12
	Murrayfield Place	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	7 6
	Roseburn Gdns	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	10 2
	Roseburn Cres	Unrestricted	13
	Roseburn Terrace (South Side)	Greenway (Off-Peak) (Mon-Fri, 9:30-4:30pm / Sat 8:30-6:30 / 30mins)	2
	Russell Road	Unrestricted	15
	Roseburn Street	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	7 2
Existing	Total	Parking	76

Type	Location	Operation: Unrestricted/Short Stay	Spaces
Proposed	Murrayfield Ave	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	16
	Murrayfield Place	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	8
	Roseburn Gdns	Unrestricted	10
	Roseburn Cres	Unrestricted	8
	Roseburn Terrace (South Side)	Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	2
	Russell Road	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	15
	Roseburn Street	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	8
Proposed	Total	Parking	67

Appendix 12: Detail of Changes to Parking and Loading

Table 3: Proposed Changes to Loading Bays in West Coates

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	West Coates	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	3
	Wester Coates Road	<u>N/A</u>	0
Existing	Total	Loading	3

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	West Coates	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	3
	Wester Coates Road	<u>N/A</u>	0
Existing	Total	Loading	3

Table 4: Proposed Changes to Parking Bays in West Coates

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	West Coates	Greenway (Off-Peak) (Mon-Fri, 9:30-4:00pm / Sat 8:30-6:30 / 60mins)	104
	Wester Coates Road	Shared - Zone (N5) (Mon-Fri, 8:30-5:30pm, Permit Holders N5 or; Pay and Display, 4hrs Max)	4
Existing	Total	Parking	108

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	West Coates	Greenway (Off-Peak) (Mon-Fri, 9:30-4:00pm / Sat 8:30-6:30 / 60mins)	29
	Wester Coates Road	N/A	0
Proposed	Total	Parking	29

Appendix 12: Detail of Changes to Parking and Loading

Table 5: Proposed Changes to Loading Bays Haymarket

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	Haymarket Terrace	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	15
	Coates Gardens	<u>N/A</u>	0
	Rosebery Crescent	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	2
Existing	Total	Loading	17

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	Haymarket Terrace	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	13
	Coates Gardens	<u>Loading/ Blue Badge</u> (Mon-Sat, 8:30-6:30)	4
	Rosebery Crescent	<u>Loading/ Blue Badge</u> (Mon-Sat, 8:30-6:30)	5
Proposed	Total	Loading	22

Appendix 12: Detail of Changes to Parking and Loading

Table 6: Proposed Changes to Parking Bays Haymarket

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	Haymarket Terrace	N/A	0
	Coates Gardens	Public Pay-and-Display (Mon-Sat, 8:30-6:30pm, 4hrs Max)	3
		Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	3
	Rosebery Crescent	Public Pay-and-Display (Mon-Sat, 8:30-6:30pm, 4hrs Max)	2
		Permit – Zone 1	2
Existing	Total	Parking	10

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	Haymarket Terrace	N/A	0
	Coates Gardens	N/A	0
	Rosebery Crescent	N/A	0
Proposed	Total	Parking	0

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006

Item number	7.2
Report number	
Executive/routine	Executive
Wards	11 - City Centre
Council Commitments	19 , 27

Executive Summary

The reconstruction of Picardy Place, delivered under the Growth Accelerator Model (“GAM”) agreement for St James Quarter Edinburgh (the “Development”), consists of approximately £15m of works including, but not limited to, the removal of the existing roundabout, renewal and diversion of utilities, creating three new signal controlled junctions, forming widened high quality natural stone footways, segregated two way cycle ways, and creating a better connected and accessible environment than the present layout.

Enabling works have commenced and construction works are envisaged to be completed in 2019.

The Edinburgh Tram (Line One) Act 2006 contains provisions for road works and utilities, and this report seeks to utilise these provisions to undertake roadworks at Picardy Place in line with the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

In accordance with good governance, the purpose of this report is to inform this Committee of the provision of the Edinburgh Tram (Line One) Act 2006 to comply with a decision previously taken by the Council in respect of the design of Picardy Place.

Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006

1. Recommendations

- 1.1 It is recommended that the Committee notes that the Council as authorised undertaker will utilise the provisions contained in the Edinburgh Tram (Line One) Act 2006 to undertake roadworks at Picardy Place in line with the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

2. Background

- 2.1 The reconstruction of Picardy Place is defined as a 'CEC Growth Asset' under the Growth Accelerator Model Agreement ("GAM") relating to St James Quarter Edinburgh (the "Development").
- 2.2 The GAM involves an agreement between the City of Edinburgh Council (the "Council"), the Scottish Government and St James Edinburgh (the "Developer") in the delivery of the Development.
- 2.3 The Developer acquired the St James Centre, including the now vacant New St. Andrew's House (the former Scottish Office building next to the centre) in May and June 2006.
- 2.4 On 4 June 2009, the Council granted outline planning permission for the redevelopment, refurbishment and demolition works to provide a major mixed use scheme on the site of the existing St James Centre.
- 2.5 On 14 June 2016, the GAM was signed on behalf of the Council.
- 2.6 On 21 June 2016, the GAM was signed on behalf of the Developer.
- 2.7 On 25 January 2018, the Transport and Environment Committee endorsed the revised design of Picardy Place which was developed following stakeholder consultations.
- 2.8 Enabling works have commenced at Picardy Place to date, and include:
- 2.8.1 Removal and relocation of the Paolozzi Sculptures to Hillside Crescent Gardens;
- 2.8.2 Removal of the Sherlock Holmes Statue; and

- 2.8.3 Felling of the existing trees at Picardy Place and in front of the St Mary's Cathedral followed by the removal of all other soft landscaped areas.
- 2.9 On 17 April 2018, the Council published the final and agreed designs for the road layout and kerblines on Picardy Place.

3. Main report

- 3.1 The reconstruction of Picardy Place comprises an extensive programme of improvements, including (but not limited to) the removal of the existing roundabout, renewal and diversion of utilities, creating three new signal controlled junctions, forming widened high quality natural stone footways, segregated two way cycle ways, creating a better connected and accessible environment than the present layout, and enabling and futureproofing works to facilitate the Edinburgh Tram Project – York Place to Newhaven.
- 3.2 Main construction works are scheduled to commence in June 2018 and to be completed in 2019.

Statutory Process – Edinburgh Tram (Line One) Act 2006

- 3.3 The Edinburgh Tram (Line One) Act 2006 was used to construct the present tram line between Edinburgh Airport and York Place, whereby the Council is authorised undertaker.
- 3.4 The Council has appointed the Developer as its contractor under Edinburgh Tram (Line One) Act 2006 to deliver the works to Picardy Place.
- 3.5 The Edinburgh Tram (Line One) Act 2006 outlines the tram route and the works to be undertaken in the areas to construct this (ie limits of deviation).
- 3.6 The Edinburgh Tram (Line One) Act 2006 contains the necessary provisions to undertake roadworks at Picardy Place given:
- 3.6.1 it is included within the limits of deviation; and
 - 3.6.2 the roadworks required facilitate the proposed Edinburgh Tram Project – York Place to Newhaven. Given the existing road closures, it is considered prudent to undertake these works now to minimise disruption associated within the proposed Edinburgh Tram Project – York Place to Newhaven.
- 3.7 Section 3 (Powers to alter the layout of the roads), Section 4 (Power to keep apparatus in roads) and Section 5 (Power to keep apparatus in roads) of the Edinburgh Tram (Line One) Act 2006 outline the provisions to enable the roadworks at Picardy Place. In particular, this includes:
- 3.7.1 increase the width of the carriageway of the road by reducing the width of any kerb, footpath, footway, cycle track or verge within the road;
 - 3.7.2 alter the level or reduce the width of any such kerb, footpath, footway, cycle track or verge;

- 3.7.3 reduce the width of the carriageway of the road by forming a reserved area in the road as a stopping place for trams or by carrying out other works for that purpose;
 - 3.7.4 carry out works to the carriageway of the road for the purpose of deterring or preventing vehicles other than trams from passing along the tramway;
 - 3.7.5 carry out works for the provision or alteration of parking places and bus lay-bys; and
 - 3.7.6 make and maintain crossovers, sidings or passing places.
- 3.8 Therefore given these roadworks are tram enabling works, it is the intention to utilise these provisions to undertake the roadworks at Picardy Place in line with the design endorsed by the Committee on 25 January 2018, and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.
- 3.9 The Council will utilise the Edinburgh Tram (Line One) Act 2006 to alter the layout of the road which 'shall be deemed to be a determination of the right of passage along that road under section 1(1) (Powers and duties of local roads authorities) of the Roads (Scotland) Act 1984 (c. 54)'. As a result, a redetermination order will not be required for the roadworks at Picardy Place.
- 3.10 Following this, the statutory procedures associated with the Traffic Regulation Order will commence.

Traffic Regulation Order

- 3.11 A Traffic Regulation Order will be required in order to deliver the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement. This Traffic Regulation Order will include:
- 3.11.1 Changes to waiting and loading restrictions;
 - 3.11.2 Change to taxi rank locations; and
 - 3.11.3 Ban left turn to Broughton Street from York Place.

4. Measures of success

- 4.1 The principal measure of success will be delivery of a revised junction layout at Picardy Place incorporating:
- 4.1.1 significantly improved conditions for walking and cycling in comparison to the existing configuration;
 - 4.1.2 maintain efficient operation of the public transport network and protect the needs of passengers;
 - 4.1.3 keep the city moving and protect vital services;
 - 4.1.4 flexible design which can be adapted in the future to respond to future changes within the city including Central Edinburgh Transformation;

- 4.1.5 re-siting of the Paolozzi sculptures and Sherlock Holmes statue;
- 4.1.6 an alignment for a tram stop and to accommodate the proposed Edinburgh Tram Project – York Place to Newhaven;
- 4.1.7 bus stops serving the Development and enabling interchange with the future tram stop; and
- 4.1.8 a Council owned site in the centre of Picardy Place for enhanced public realm.

5. Financial impact

- 5.1 As Picardy Place is a 'CEC Growth Asset' included within the GAM, the associated costs with this statutory procedure to make the necessary Traffic Regulation Order are contained within this agreement between the Council and the Developer.

6. Risk, policy, compliance and governance impact

- 6.1 The impact of the changes from existing to the proposed new layout for Picardy Place are considered to be limited in respect of the Traffic Regulation Order, although the loss of existing permit and public parking is noted as well as the ban left turn to Broughton Street from York Place.
- 6.2 Should objection(s) be submitted these will require to be reviewed and considered by the Transport and Environment Committee.
- 6.3 It should be noted the enabling works have 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 Picardy Place.

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, walking through wider footways and improved accessibility, and the creation of a 'central island site' as a public realm space.

9. Consultation and engagement

- 9.1 Statutory consultation will be carried out as part of the Traffic Regulation Order procedures. This will give any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 Stakeholder engagement and public information events held across five days in September and November, and a four week consultation period via the consultation hub, provided the opportunity to engage and obtain constructive feedback on the proposed design. Since these events, the design presented to this Committee has been updated to incorporate the key themes derived from this exercise, culminating in the Transport and Environment Committee endorsing the revised design on 25 January 2018.
- 9.3 Following the meeting on 25 January 2018, further engagement has been undertaken with key stakeholders including Living Streets, Spokes, Sustrans, St Mary's Cathedral, New Town and Broughton Community Council, Edinburgh Access Panel, members of the Picardy Place Residents Association and Edinburgh World Heritage. Through this dialogue, further improvements have been introduced to the design including:
 - 9.3.1 removal of a carriageway lane at Picardy Place;
 - 9.3.2 rationalised pedestrian and cycle crossings at the John Lewis splitter island and reconfiguration of the cycleway;
 - 9.3.3 additional cycle connectivity from Leith Street carriageway to the segregated cycleway,
 - 9.3.4 further segregation at the splitter island opposite the Playhouse; and
 - 9.3.5 increased pedestrian provision at the crossing to the central island site opposite the Omni Centre.
- 9.4 Lothian Buses have been consulted on the proposed layout, including the relocation of York place bus stop.

10. Background reading/external references

10.1 None.

Paul Lawrence

Executive Director of Place

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11. Appendices

None

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

Roads Capital Investment Programme - Update

Item number	7.3
Report number	
Executive/routine	Executive
Wards	All Wards
Council Commitments	15 , 16 , 17 , 19

Executive Summary

At its meeting on [9 March 2018](#), the Council's Transport and Environment Committee requested a report updating members on the Roads Capital Investment Programme.

This report sets out the carriageway and footway schemes that were delayed in previous financial years and have been carried forward into 2018/19.

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

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

Roads Capital Investment Programme - Update

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the content of this report as detailed in paragraphs 3.1 – 3.20; and
 - 1.1.2 notes the carriageway and footway schemes that have been carried forward into 2017/18 shown in Appendix 1; and
 - 1.1.3 Approves the discharge of the Green Group motion to this committee on 17 May 2018 to provide details on which roads are given cycle weighting and on stakeholder liaison for maintenance schemes (as detailed in paragraphs 3.22 – 3.26 and 3.31 – 3.34).

2. Background

- 2.1 At its meeting on [9 March 2018](#), the Council's Transport and Environment Committee requested a report updating members on the Roads Capital Investment Programme.
- 2.2 This report details the outstanding Infrastructure projects.
- 2.3 The Council's carriageway and footway stock has a gross replacement cost of £2,284m. It is essential that the carriageways and footways are maintained to an acceptable standard. A new investment strategy for carriageways was agreed by this Committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.

3. Main report

Capital Budget Provision

- 3.1 Historically, the carriageway and footway capital budget has carried forward budget on an annual basis with the historic backlog predominantly as a result of resource shortfall and delays caused by other works on the road network (Developments/Utilities). Approximately £8m of carriageway and footway schemes will be carried forward into 2018/19. This will give an overall budget of approximately £20m in FY 2018/19.
- 3.2 The list of carriageway and footway schemes that have been carried forward into 2018/19 is shown in Appendix 1.

- 3.3 Whilst a backlog of carriageway and footway schemes exists, it should also be noted that many schemes were delivered in 2017/18. Appendix 2 details these schemes.

Constraints and Other Influences

- 3.4 Utility reinstatements: There were over 11,000 openings in Edinburgh's network in 2017/18. It is important that all reinstatements are inspected to ensure compliance with specification and to acceptable workmanship levels so that they last as long as possible to minimise the requirement for additional revenue repairs and, ultimately, capital renewals.
- 3.5 Developments: There are a number of high profile developments taking place in Edinburgh now and over the next few years. This includes the St James Development, Caltongate and a potential Tram extension. Any major carriageway schemes will have to be co-ordinated and carried out in a manner that does not conflict with these developments.
- 3.6 Street Design Guidance: It has taken longer to design several types of maintenance/renewal schemes when implementing the recently adopted Street Design Guidance. The guidance enhances place making and, in some instances, leads to wall-to-wall improvements. However, it requires greater consultation and engagement at the design stage and requires additional redetermination orders and TROs. In the long term the guidance will improve the overall environmental ambience and quality of the streets/places in Edinburgh.
- 3.7 Scope of Design Resource and Staff Retention: It would be prudent to consider the scope of the existing in-house design with a view to realising delivery of improvements 'on the ground' based on the funding available and mitigating potential for 'backlog' as has been suffered previously. Local Authority salaries are also lower than private sector of the industry. Staff retention can be difficult in some disciplines when the private sector is recruiting ie Street Lighting and Structures. However, by following the Street Design Guidance it is expected that more challenging and rewarding projects will be delivered.

Transport Design and Delivery

- 3.8 Over the past few years there has been inadequate internal resource available to design and deliver all of the approved capital carriageway and footway schemes. This has been a major contributing factor in the number of schemes that have been carried forward into 2018/19.
- 3.9 The majority of carriageway and footway schemes will be delivered through the Council's Framework contract, using external contractors. This is the most cost-efficient way to deliver the schemes.
- 3.10 In order to deal with design resource issues and maximise capital scheme delivery in the short term, it is proposed to use external consultant framework contracts. This will allow external designers to prepare a large number of carriageway and footway schemes ready for delivery. There is also the option of employing agency design staff. Whilst this will go some way to increase the number of schemes that

will be delivered each financial year it will still require internal resources to manage external designers and consultants.

- 3.11 There is also the option to deliver further schemes through the Scape Group Ltd (Scape) Framework. However, there are much less in-house controls in the delivery of schemes through an external design and build contract and this does require a higher level of management/governance by the in-house design and supervision team.
- 3.12 The Scape Group National Civil Engineering and Infrastructure Framework Agreement (the Framework) is a contract that the Council has access to and is particularly suited to projects requiring early engagement with a contractor as it clearly defines an initial pre-construction stage separated from the subsequent construction stage by a gateway review point.
- 3.13 Scape System Build Limited (trading as Scape Group) is a local authority-controlled company that has set up a number of framework agreements in respect of different types of construction work. Local authorities may call-off relevant contractors from a particular framework and all 'Delivery Agreements' called off are based on the industry standard NEC3 Conditions of Contract.
- 3.14 It is important that all delivery options are explored in 2018/19 and future financial years to ensure maximum delivery of Infrastructure schemes.

Roads Improvement Plan

- 3.15 The Council's Roads Improvement Plan has already made significant improvements in how defects are identified, recorded, and repaired. This has resulted in an overall decrease in the number of defects on Edinburgh's network.
- 3.16 The Roads Improvement Plan is looking to address the lack of design staff resource in the medium and long-term and clear the backlog in capital maintenance schemes. However, it is anticipated that it will take 2 to 3 years to fully clear the backlog. This could include implementing a consultancy term service contract, for design and contract management services to augment the in-house resource. This would be managed by the in-house team.

Winter Weather

- 3.17 Edinburgh suffered a bad winter in 2017/18. This has led to accelerated carriageway deterioration in some areas. As a result, the number of defects on the network have increased, putting additional pressure on our internal resources.
- 3.18 In addition to the increased number of defects the overall carriageway condition has deteriorated over larger areas in some parts of the city. This has meant that some capital carriageway schemes have had to be accelerated or brought into the capital programme to ensure that full resurfacing is carried out in this financial year ie Queen Street, Home Street, High Street, Bankhead Avenue, Harlaw Road, Bavelaw Road, Cliftonhall Road and Clifton Road. Some of the current design resource has, therefore, been diverted to these schemes.

Road Condition

- 3.19 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.
- 3.20 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.
- 3.21 Edinburgh's current RCI is 36.4% placing Edinburgh 18th out of the 32 Scottish Local Authorities.

Active Travel and Street Design Principles

- 3.22 In relation to the design process for infrastructure improvements the Roads Renewal and Transport Design teams liaise closely with colleagues in the Road Safety and Active Travel Team, Public Transport Team, Localities and Edinburgh Road Services (ERS) at an early stage to identify potential conflicts between schemes to enable programmes to be realigned to prevent abortive work being undertaken.
- 3.23 On a monthly basis the Infrastructure Manager chairs a meeting between the Roads Renewal Manager, Transport Design and Delivery Manager, Locality Transport and Environment Managers and the ERS Commercial Manager to discuss delivery programmes, budgets and progress.
- 3.24 During the design phase, the scheme designers consult with colleagues in these teams to address detailed design issues. The designers will also consult with other council services (e.g. waste services, parks and greenspace, community safety, etc.) to consider aspects such as bin storage and collections, landscaping and CCTV camera locations.
- 3.25 Where it is considered likely that a scheme will deliver significant changes to the operation of the street (e.g. Leith Programme) a project working group is convened. Major stakeholders are invited to sit on this group (e.g. Sustrans, Lothian Buses, etc.) such that they have direct input in the design process and in any public exhibitions and consultation exercises. Such consultation exercises enable other stakeholders (e.g. residents, community councils, business groups, Spokes, Living Street, RNIB, etc.) to feedback on the proposals.
- 3.26 A dedicated Stakeholder Liaison Manager may also be employed to form relationships with local residents and businesses and provide a point of contact during the construction phase. They would also deal with day-to-day issues and work closely with the contractor to minimise disruption to residents and businesses.

Prioritising of 2018/19 Programme

- 3.27 Given the large number of outstanding schemes it is important that all carriageway and footway schemes are prioritised on a needs basis and in line with local priorities.
- 3.28 Programming meetings have already taken place with Transport and Locality staff to ensure that all areas have been considered and that, where possible, programmes for other sections can be joined up to maximise delivery eg upgrading traffic signals when resurfacing the carriageway.
- 3.29 The surface treatment schemes ie surface dressing and micro asphalts have a small weather window for delivery and must be delivered during the period of warmer weather. All of the surface treatment schemes will be designed and delivered in conjunction with an external contractor through the Council's Framework contract.
- 3.30 All future capital programmes must take into consideration the city centre and arterial route embargo periods. This significantly restricts the amount of work that can be carried out during the festival and Christmas embargos.

Cycling Prioritisation

- 3.31 It is accepted that there are many benefits to the existing prioritisation scheme for roads. The bus percentage weighting has a significant effect on the carriageways selected for prioritisation, benefiting both bus use and cycle use. Edinburgh also has an additional weighting for cycle use on roads that are not located on a bus route. A weighting of 1.05 (or 5%) is applied to these roads.
- 3.32 The Active Travel Action Plan 'Family Network' is used as the basis for identifying roads that receive the additional 1.05 weighting to reflect their use by cyclists.
- 3.33 The Family Network consists of on/off-road cycle routes that have been identified as part of a citywide network suitable for all cyclists, particularly those who are less confident in traffic. The Council is in the process of delivering a 10 year programme to implement the Family Network, but much of the infrastructure is already in place and there are significant numbers of cyclists already using parts of the routes where improvements are planned. It is, therefore, considered that the Family Network is a suitable for identifying roads that should receive an additional prioritisation weighting.
- 3.34 Off-Road cycleways are treated as part of the Footways allocation but are ranked separately depending on their cycle usage. High (2.0), Medium (1.5) and low (1.0) priority weightings are applied to the off-road cycleways.

4. Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 36.4% in 2016/18. However, this is an increase from 34.6% in 2015/17. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.2 The Road Asset Management Plan is being prepared which will, in time, result in a long term strategy for the maintenance of all Council owned infrastructure assets. Now that funding has been made available, Principal Bridge Inspections are being undertaken which will ensure bridges are in a safe condition and that maintenance funding can be better directed.

5. Financial impact

- 5.1 The cost of improvement works, listed in Appendix 1 have been reported in previous Committee reports.
- 5.2 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third-Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 A full impact assessment will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a

positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

8. Sustainability impact

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

9. Consultation and engagement

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

10. Background reading/external references

- 10.1 [Carriageway and Footway Investment Strategy 2016](#)
- 10.2 [Road, Footway and Bridges Investment – Capital Programme for 2017/18](#)
- 10.3 [Road, Footway and Bridges Investment – Capital Programme for 2018/19](#)

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11. Appendices

Appendix 1 Outstanding Capital Carriageway and Footway Schemes

Appendix 2 Capital Delivery 2017/18

Outstanding Capital Carriageway and Footway Schemes

SCHEME NAME	SECTION	Type	Area	WARD
Burgess Road	Station Road to Kirkliston Road	Carriageway	2495	1
Lanark Road West	Kirkgate to Riccarton Mains Road	Carriageway	790	2
Boswall Loan	Granton Crescent to Boswall Pkwy + Boswall Loan to Wardieburn Place East	Carriageway	606	4
Lower Granton Road	From btw nos 35-36 east to No.18	Carriageway	1474	4
Broughton Road	Rodney Street to Canonmills	Carriageway	800	5
Craigleith Drive	Craigleith Gardens to Blinkbonny Grove	Carriageway	614	6
Dalry Road	Dalry Place to Washington Lane	Carriageway	6098	7
Lothian Road	Full Length	Carriageway	1320	11
Craigentanny Road	Full Length	Carriageway	1314	14
Wakefield Avenue	Full Length	Carriageway	2627	14
Willowbrae Road	Abercorn Road to Jock's Lodge	Carriageway	3749	14
A7	East Preston Street to High Street	Carriageway	15871	11
Ferniehill Place	Ferniehill Street to no 9	Carriageway	542	16
Liberton Gardens	Liberton Place to Liberton Drive	Carriageway	1780	16
Park Crescent	Mount Vernon Road to Park Gardens	Carriageway	502	16
Brighton Place	Southfield Place to Portobello High Street	Carriageway	TBC	17
Duddingston Crescent	Duddingston Park to Park Avenue	Carriageway	920	17
Rosebery Avenue	Arrol Place to no 45	Carriageway	4487	1
Portobello Road	TBC	Carriageway	7043	14
Gilmerton Road	Mount Vernon Road to Guardwell Crescent	Carriageway	8500	16
B800 Kirkliston to Queensferry	M9 link roundabout to Milton Farm road	Carriageway	9680	1
East Barnton Avenue	Barnton Avenue to outside No.42	Carriageway	622	1
Humbie Farm Rd	See above	Carriageway	1570	1
Marine Drive	West bound c/w from Silverknowes Road	Carriageway	1562	1
Newliston Road	Lochend Road to M9T	Carriageway	5000	1
Queensferry Road	Clermiston Road North to Clermiston Drive	Carriageway	1344	1
Silverknowes Avenue	Silverknowes Loan to Silverknowes Terrace	Carriageway	630	1
Station Terrace	High Street to Wellflats Road	Carriageway	223	1
West Craigie Farm road	TBC	Carriageway	TBC	1
Craigmount Avenue North	Craigmount Court to Drum Brae North	Carriageway	343	3
Muirhouse Avenue	McGill Drive to Muirhouse Park	Carriageway	606	4
Park Road	Derby Street to outside No.40 Park Road	Carriageway	1180	4
Belford Road	From No.2 Ravelston Park to Ravelston Dykes	Carriageway	175	5
Crewe Road South	Comely Bank Roundabout to West Woods	Carriageway	6702	5
Glenogle Road	Dunrobin Place to Teviotdale Place	Carriageway	231	5
Learmonth Park	Learmonth Crescent to Learmonth Grove	Carriageway	717	5
Oxgangs Avenue	Oxgangs Crescent to btw Nos. 40-42 Oxgangs Avenue	Carriageway	438	5
Queensferry Road	Craigleith Road to Craigleith Crescent	Carriageway	389	5

Telford Road	Telford Drive to Western General Hospital	Carriageway	1686	5
Corstorphine Road	Riversdale Crescent to Western Terrace	Carriageway	1214	6
Craigleith Drive	Craigleith Gardens to Caledonian Cycle Track	Carriageway	1976	6
Washington Lane	TBC	Carriageway	TBC	7
Buckstone Gate	Buckstone Road to Buckstone Loan East	Carriageway	406	8
Dreghorn Drive	From Dreghorn Gardens 100m south	Carriageway	644	8
Hainburn Park	New Swanston to No 82 Hainburn Park	Carriageway	422	8
Lanark Road	Wester Hailes Road to Spylaw Park	Carriageway	554	8
Oxgangs Farm Avenue	In its entirety	Carriageway	2819	8
Elliot Place	Craiglockhart Road to Colinton Road	Carriageway	1219	9
Gorgie Road	Balgreen Road to Coxfield	Carriageway	2181	9
Wester Hill	Outside No.11 to No.18	Carriageway	717	9
Ettrick Road	Polwarth Terrace to Spylaw Road	Carriageway	2423	10
Greenbank Road	Various Locations	Carriageway	3427	10
Millar Crescent	Morningside Terrace to Millar Place	Carriageway	725	10
St Margaret's Road	Greenhill Place to Whitehouse Loan	Carriageway	1164	10
Charlotte Square	North Charlotte Street to George Street	Carriageway	470	11
Charlotte Square	Glenfinlas Street to North Charlotte Street	Carriageway	918	11
Regent Road	West end of St Andrew's House to mini rbt east of St Andrew's House	Carriageway	578	11
Rutland Square	Btw Nos. 14-15 to btw Nos. 19-20	Carriageway	335	11
Albert Street	Buchanan Street to Murano Place	Carriageway	263	12
East Montgomery Place	Montgomery Street to Brunswick Road	Carriageway	717	12
Commercial Street	North Junction Street to North Leith Mill	Carriageway	2488	13
Portland Place	Lindsay Road to North Junction Street	Carriageway	2441	13
Jock's Lodge and Willowbrae Road	Wolseley Crescent to Duddingston Road West!	Carriageway	8147	14
London Road	Montrose Terrace to Wishaw Terrace	Carriageway	TBC	14
Marionville Road	Dalgety Avenue to Wishaw Terrace	Carriageway	542	14
Dick Place	Mansionhouse Road to Wyvern Park	Carriageway	2000	15
Fountainhall Road	Findhorn Place to Ratcliffe Terrace	Carriageway	932	15
Mid Liberton	From east side of bridge, south to o/s No.16	Carriageway	183	15
Captain's Road	Burdiehouse Road to Southhouse Road	Carriageway	1678	16
Greenend Grove	Greenend Gardens to No. 17 Greenend Grove	Carriageway	438	16
Craigmillar Castle Avenue	Niddrie Mains Road to Niddrie Mains Road	Carriageway	175	17
Harewood Drive	Niddrie Mains Road to Niddrie Mains Road	Carriageway	215	17
Westbank Street	Hillcoat Place to Great Cannon Bank	Carriageway	311	17
Baberton Mains Loan	Baberton Mains Court to Baberton Crescent Link	C/W Surface Treatment	1801	2
Bankhead Broadway	Bankhead Crossway North to Bankhead Drive	C/W Surface Treatment	662	7
Bankhead Drive	Bankhead Way to Bankhead Crossway South and Bankhead Terrace to Bankhead Crossway North	C/W Surface Treatment	3284	7
Broomhouse Avenue	Broomhouse Street North to Broomhouse Road	C/W Surface Treatment	853	7
Broomhouse Bank	Between Nos 9-11 Broomhouse Bank to Broomhouse Street South	C/W Surface Treatment	542	7

C157 - Kirkliston to Burnshot	Standingstone Road to Wheatlands Road	C/W Surface Treatment	3914	1
Caiyside	House numbers 93 to 115	C/W Surface Treatment	25050	8
Caiystane Avenue	West Caiystane Road to East Caiystane Road	C/W Surface Treatment	1251	8
Caiystane Crescent	Caiystane Hill to Comiston Road	C/W Surface Treatment	28652	8
Caiystane Terrace	Oxgangs Brae to entrance to No 7 Caiystane Terrace	C/W Surface Treatment	1291	8
Caledonian Crescent	Caledonian Place to Orwell Place	C/W Surface Treatment	685	7
Cambusnethan Street	Dalziel Place to Marionville Road	C/W Surface Treatment	2511	14
Camus Avenue	East Camus Place to Camus Park	C/W Surface Treatment	1849	8
Clackmae Road	Leadervale Road to Kedslie Road	C/W Surface Treatment	3331	16
Colmestone Gate	Pentland View to No.6-7 Colmestone Gate	C/W Surface Treatment	383	8
Columba Road	Jeffrey Avenue to Gardiner Road	C/W Surface Treatment	1729	5
Duddingston Road	Duddingston Avenue to Duddingston Road West	C/W Surface Treatment	1203	14
East Caiystane Road	Caiystane Avenue to Caiystane Crescent	C/W Surface Treatment	1865	8
Echline Terrace	Cul de sac at no 3, west and south to no 21	C/W Surface Treatment	3076	1
Fairmile Avenue	Caiystane Avenue to Oxgangs Road	C/W Surface Treatment	1626	8
Fishwives Causeway	Full Length	C/W Surface Treatment	4240	14
Forthview Road	Forthview Terrace to Seaforth Drive	C/W Surface Treatment	311	5
Gogarloch Syke	O/s No.74 Gogarloch Syke to Gogarloch Muir	C/W Surface Treatment	2534	3
Gordon Loan	Old Kirk Road to Gordon Road	C/W Surface Treatment	534	6
Granton Park Avenue	West Granton Road to approx 10m west of gable end of No.35	C/W Surface Treatment	2853	4
Harrison Road	O/s No.5 Harrison Road to Harrison Gardens	C/W Surface Treatment	1833	9
Hay Avenue	South side of most southerly Roundabout to Niddrie Mains Road	C/W Surface Treatment	1554	17
Hillside Crescent	Brunswick Street to Hillside Street	C/W Surface Treatment	1275	12
Hillwood Rise	Hillwood Terrace to Hillwood Crescent	C/W Surface Treatment	1379	1
King's Haugh	Section to ambulance station	C/W Surface Treatment	1108	17
Kingsknowe Terrace	Kingsknowe Gardens to Kingsknowe Avenue	C/W Surface Treatment	550	2

Leadervale Road	Clackmae Grove to Clackmae Road	C/W Surface Treatment	383	16
Leven Terrace	Glengyle Terrace to Brougham Place	C/W Surface Treatment	1490	10
Mortonhall Park Drive	Mortonhall Park Gardens to Mortonhall Park Bank	C/W Surface Treatment	1626	16
Mountcastle Drive South	Milton Gardens South to Bingham Avenue	C/W Surface Treatment	853	17
Mounthooly Loan	Frogston Road West to end of cul de sac at no 51	C/W Surface Treatment	5157	8
Murrayfield Road	Campbell Avenue to Kinellan Gardens	C/W Surface Treatment	749	7
New Mart Road	New Market Road to the Risk Factory	C/W Surface Treatment	4268	9
Orchard Place	Orchard Road to Orchard Brae Gardens West	C/W Surface Treatment	1132	5
Paisley Crescent	Ulster Drive to Ulster Crescent	C/W Surface Treatment	1913	14
Pentland Avenue	Pentland Road to Gillespie Road	C/W Surface Treatment	677	8
Pentland Road	Spylaw Bank Road to Pentland Avenue	C/W Surface Treatment	2120	8
Pentland View	Colmestone Gate to Pentland Drive	C/W Surface Treatment	335	8
Pilrig St	Arthur Street to Dryden Street	C/W Surface Treatment	895	12
Pirniefeld Place	Prospect Bank Place to Prospect Bank Road	C/W Surface Treatment	853	13
Pleasance	Gilmour Street to New Arthur Place, East Adam Street to Drummond Street, St John's Hill to opposite Salvation Army Hostel	C/W Surface Treatment	5491	15
Restalrig Road	Restalrig Park to Prospect Bank Road and Marionville Road to Restalrig Gardens	C/W Surface Treatment	2040	13 & 14
Restalrig Square	From No.2 round square returning to No.2	C/W Surface Treatment	797	14
Russell Road	South end of railway bridge to sorting office corner and Roseburn Maltings to Roseburn Street	C/W Surface Treatment	1148	6
Society Road	Between No.s16-18 Society Road to Clufflat	C/W Surface Treatment	2295	1
Queensferry High Street	TBC	Project	TBC	
Frederick Street	TBC	Project	TBC	
Hanover Street	TBC	Project	TBC	
Home Street	TBC	Project	TBC	
Reid Terrace	Both sides Full Length, Hugh Miller Place-Reid Terrace	Footway	247	5
Ryehill Terrace	Both sides Full Length	Footway	419	13
Ryehill Terrace	As above	Footway	966	13
Hermitage Place and Vanburgh Place		Footway	992	13
Wardlaw Place		Footway	1,002	7
Learmonth Avenue		Footway	1,008	5
Gorgie Road		Footway	1,684	7

Ashley Terrace & Shandon Place	Slateford Road - Merchiston Grove	Footway	223	9
George Square	North Side from George Square Lane to Charles Street	Footway	TBC	15
Queensferry Road Kirkliston	East Side	Footway	235	1
Washington Lane	West Footway	Footway	133	7
Cowgate	South side of road from No. 2 to Livingstone house	Footway	658	11
Main Street, Ratho	South side of road from dalmahoy Rd Jct to Hillview Cottages Jct	Footway	807	2
Queensferry Road	South side from Drum Brae North, west to No.567	Footway	620	3
Ferry Road	South side of Street from Opp No. 6 to Opp Holy Cross Primary School	Footway	335	5
Cycle Track - Inverleith Pk	Inverleith Park at Inverleith Place	Footway	532	5
Warriston Terrace	Full Length Both Sides	Footway	306	5
Balmoral Place 1-15	West side only	Footway	80	5
Dean Park Street	Both sides Dean Park Mews north to Dean Park Mews on west side & Bedford Street on east side.	Footway	645	5
Stewart Terrace	North side - Sinclair Close north-east to Sinclair Gardens	Footway	190	7
Stewart Terrace	East side - Gorgie Road south-east to Wardlaw Terrace	Footway	582	7
Polwarth Gardens	No. 22 to No. 42 Polwarth Gardens	Footway	201	9
New Mart Road	South Side of road from Chesser Ave Jct to Leisure Centre entrance	Footway	735	9
Watson Crescent	Both sides - whole road	Footway	1,649	9
Viewforth	Both sides from bruntsfield Place Jct to Gilmore Place Jct	Footway	1,497	10
Springvalley Terrace	East side only - Springvalley Gdns to Cuddy Lane	Footway	337	10
Springvalley Gardens	Both sides - whole road	Footway	508	10
Waverley Park	Both sides, West side full length, East side from No. 6 Waverley Park Terrace to No. 27 Waverley Park	Footway	587	11
Newhaven Road Ph4	No. 46 Newhaven Road to Broughton Road East Side	Footway	641	12
Waverley Pl Carlyle Pl	Both sides Full Length	Footway	237	12
Regent Pl Waverley Pl	Both sides Full Length	Footway	275	12
Bellevue Road	Various Locations	Footway	461	12
East Claremont Street	Various Locations	Footway	852	12
Fingzies Place	Full Length East Side	Footway	95	13
Rosevale Place	Full Length West Side	Footway	75	13
Wellington Place	West Side of road from No. 1 to No. 12	Footway	251	13
Duncan Place Ph1	Various Locations	Footway	674	13
Dalgety Avenue	Both sides Full Length	Footway	542	14
Sunnybank Lwr London Rd	South Side Various Locations	Footway	451	14
Queen's Park Av	Various Locations	Footway	632	14
Whitehouse Loan	East side only - Grange Loan to Strathearn Road	Footway	802	15
Boys Brigade Walk	Whole path	Footway	908	15
Malta Terrace	Full Length North Side	Footway	128	5
Dean Bank Lane	Various Locations	Footway	91	5

Blair Street	Full Length East Side	Footway	234	11
Cowgate	North Side Candlemaker Row to Old Fishmarket Close	Footway	654	11
Lady Lawson Street	Lauriston Place to NO. 52 Lady Lawson Street	Footway	289	11
Lauriston Street	At No. 23 Lauriston Street	Footway	55	11
Thistle Street North East Lane	Various Locations	Footway	117	11
Abbeymount	Abbeyhill to Montrose Terrace	Footway	375	11
Morrison Street	Both sides, South side from Morrison Link Jct to No. 271, North Side from No. 250 to No. 254	Footway	369	11
Calton Road Ph2	West side from St Ninian's row Jct to Opp Calton Hill Jct	Footway	57	11
Dundas Street	Both sides - Great King Street to Heriot Row/Abercromby Place	Footway	1,269	11
Bathfield	West side only of both legs southwards from Lindsay Road.	Footway	91	13
North Junction Street	West side from No. 21 Nth Junction St to No. 8 Portland Terrace	Footway	716	13
Main Street, Ratho		Footway	807	2

Appendix 2

Capital Delivery 2017/18

SCHEME NAME	SECTION	TYPE	AREA	WARD
Cammo Road	No.26 to Lennie Gate	Carriageway	12000	1
Humbie Farm rd	Gillerhill south to point where road bends east at Swineburn	Carriageway	1470	1
Inchcolm Terrace	Full length	Carriageway	2380	1
Silverknowes Parkway	Silverknowes Road Lighting Point SKB 46	Carriageway	1280	1
Silverknowes Roundabout	Whole Roundabout including footways, lighting & drainage	Carriageway	2067	1
Bryce Crescent	Full length	Carriageway	1740	2
Calder Road	Addison to Dalmahoy	Carriageway	12750	2
Mansfield Road	Harlaw Rd to Cockburn Crescent	Carriageway	4850	2
Maybury Road	South Maybury northwards for approx 319m or thereby	Carriageway	1483	3
Turnhouse Road	West Craigs Crescent to service road at No.64 Turnhouse Road	Carriageway	2800	3
Camus Avenue	Camus Road West to Camus Road East	Carriageway	1950	4
Learmonth Gardens	Learmonth Grove to Learmonth Avenue	Carriageway	2192	5
Montagu Terrace	Both Sides from Ferry Road to No.57	Carriageway	1200	5
Redhall Crescent	Redhall Drive to Redhall Road	Carriageway	735	7
Hailes Park	Full length	Carriageway	1200	8
Hainburn Park	No. 1 to No. 9	Carriageway	770	8
Chesser Avenue	Whole Street	Carriageway	11613	9
Colinton Road	Craiglockhart Park to Craiglockhart Avenue	Carriageway	4950	9
Comiston Road	Maxwell Street up to Comiston Drive	Carriageway	6300	10
Canning Street	Both sides From No. 4 Canning Street to No. 22	Carriageway	540	11
Dundas Street/Great King Street	Great King Street to Fettes Row	Carriageway	2647	11
Manor Place	Melville Street to Chester Street	Carriageway	1031	11
Queensferry Street Lane	Whole Street	Carriageway	500	11
West tollcross	No.5 Ponton St to No.15 West tollcross	Carriageway	297	11
Bellevue Gardens	Whole Street	Carriageway	800	12
Leith Walk	Various Locations	Carriageway	3700	12
Great Junction Street	Bonnington Road to Bridge	Carriageway	4556	13
Ross Gardens	Ross Place to Mayfield Road	Carriageway	1215	15
A7 Old Dalkeith Road	Cameron toll R/B to Outside No.33	Carriageway	7760	16
A7 Old Dalkeith Road	Walter Scott Avenue to Ravenswood Avenue	Carriageway	2563	16
Little Road	Liberton Gardens to Burnhead Crescent	Carriageway	600	16
Niddrie Mains Road 1	East side of bus turning circle west to Niddrie Marischal Road	Carriageway	1440	17
Niddrie Mains Road 2	Craigmillar Castle Loan to Peffermill Road	Carriageway	4444	17
Niddrie Mains Road 3	Wauchhope Terrace to Niddrie Marischal Road	Carriageway	4699	17
Queensferry Road	Outside 540 to Whitehouse Road	Carriageway	1855	1
Queensferry Road	Barnton Park Drive to Parkgrove Avenue	Carriageway	4640	1
Queensferry Road	At Dean Park Crescent	Carriageway	1022	5
Telford Road	Groathill Road North to Groathill Road South	Carriageway	3627	5

Rannoch Road	Outside no.59 Rannoch Road to Alan Breck Gardens	Carriageway	521	3
Barnton Gardens	Barnton Park to o/s No.s31-22 Barnton Gardens	Carriageway Surface Treatment	2440	1
Braid Hills Drive	Howe Dean Path to Braid Hills Road (no 47)	Carriageway Surface Treatment	3434	1
C157 - Kirkliston to Burnshot	Hillside Road (east junction) to Riverside Road	Carriageway Surface Treatment	2232	1
Cramond Road North	Cul-de-sac at No. 16 to Cramond Glebe Road	Carriageway Surface Treatment	3150	1
Midmar Drive	Cluny Drive to Hermitage Drive	Carriageway Surface Treatment	4113	2
Corbiehill Road	Corbiehill Avenue to Vivian Terrace	Carriageway Surface Treatment	1203	5
Craigcrook Place	Keith Row to Craigcrook Road	Carriageway Surface Treatment	1023	5
Craigcrook Road	Various Locations	Carriageway Surface Treatment	7661	5
Davidson Road	Grigor Avenue to Davidson Park	Carriageway Surface Treatment	1714	5
East Fettes Avenue	Inverleith Place to Carrington Road	Carriageway Surface Treatment	9688	5
Gardiner Road	Jeffrey Avenue to House O hill Terrace	Carriageway Surface Treatment	1806	5
Glenogle Road	Hugh Miller Place to Rintoul Place	Carriageway Surface Treatment	3990	5
House O'hill Avenue	Corbiehill Avenue to House O hill Grove	Carriageway Surface Treatment	2754	5
House O'hill Road	Drylaw Crescent to Corbiehill Avenue	Carriageway Surface Treatment	2573	5
Maidencraig Crescent	Between No.38-44 Maidencraig Cres to Maidencraig Grove	Carriageway Surface Treatment	3535	5
Bankhead Medway	Bankhead Place to Bankhead Broadway	Carriageway Surface Treatment	2517	7
Saughton Road SR	Jnc o/s No.8 Saughton Road to Saughton Mains Loan	Carriageway Surface Treatment	910	7
Braid Crescent	Comiston Drive to Braid Road	Carriageway Surface Treatment	936	10
Braid Farm Road	Braid Hills Avenue to Braid Hills Road	Carriageway Surface Treatment	4280	10
Braid Hills Avenue	Braid Farm Road to Braid Hills Crescent	Carriageway Surface Treatment	1368	10
Greenbank Crescent	Greenbank Grove to Greenbank Row	Carriageway Surface Treatment	2926	10
Albion Road	Albion Terrace to stadium	Carriageway Surface Treatment	1800	12
Blackford Avenue	Oswald Road to South Oswald Road	Carriageway Surface Treatment	3752	15
Holyrood Park Road	Dalkeith Road to sub station	Carriageway Surface Treatment	4200	15
Brae Park Road	Craufurdland to Dowies Mill Lane	Carriageway Surface Treatment	1960	1
Dundas Place	Almondhill Road to jnc with branch south at No.18 Dundas Place	Carriageway Surface Treatment	1445	1
Plewlandcroft	Hopetoun Road to number 7	Carriageway Surface Treatment	852	1
Scotstoun Park	Number 1 to number 29	Carriageway Surface Treatment	3410	1

Kingsknowe Avenue	Kingsknowe Terrace to Kingsknowe Road South	Carriageway Surface Treatment	2354	2
Kingsknowe Drive	Kingsknowe Avenue to Kingsknowe Crescent	Carriageway Surface Treatment	2916	2
Burnbrae	Full length	Carriageway Surface Treatment	3354	3
Craigs Gardens	Various Locations	Carriageway Surface Treatment	2925	3
South Gyle Road	Cul de sac at no 241 to cul de sac at no 275	Carriageway Surface Treatment	4050	3
Belford Road	Sunbury Mews to Douglas Gardens Mews	Carriageway Surface Treatment	1100	5
Craigleith Hill Avenue	Various Locations	Carriageway Surface Treatment	3717	5
Dean Park Street	Bedford Street to Dean Park Mews	Carriageway Surface Treatment	699	5
Hillpark Avenue	Hillpark Gardens to Hillpark Drive	Carriageway Surface Treatment	947	5
Bankhead Loan	Bankhead Avenue to Bankhead Place	Carriageway Surface Treatment	1015	7
Broomhouse Place South	Broomhouse Bank to Broomhouse Walk	Carriageway Surface Treatment	2119	7
Allan Park Drive	Allan Park Gardens to Allan Park Road	Carriageway Surface Treatment	2306	9
Craiglockhart Bank	Craiglockhart Loan to end of cul-de-sac	Carriageway Surface Treatment	910	9
Craiglockhart Road	Craiglockhart Crescent to Craiglockhart Quadrant	Carriageway Surface Treatment	3533	9
Claremont Road	Blackie Road to Claremont Park	Carriageway Surface Treatment	2422	13
Coillesdene Crescent	Joppa Terrace to Coillesdene Drive	Carriageway Surface Treatment	3253	17
Wardie Square		Footway	TBC	4
Saughtonhall Drive		Footway	TBC	6
Princes Street		Footway	TBC	11
Cliftonhall Road		Footway	TBC	1
Lennox Street		Footway	521	5
Douglas Crescent - Phase 1		Footway	522	11
Douglas Crescent - Phase 2		Footway	948	11
MacDowell Road	Full Length Both Sides	Footway	720	15
Boswall Terrace		Footway	1053	4
Queensferry Street Lane		Footway	TBC	11
Bellevue Gardens	Both sides Full Length	Footway	TBC	12

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

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

Item number	
Report number	
Executive/routine	
Wards	Citywide
Council Commitments	N/A

Executive summary

At its meeting on [9 March 2018](#) the Transport and Environment Committee was advised that a Scottish Government-commissioned Seafield Waste Water Treatment Works Strategic Review compiled jointly by consultants Amec Foster Wheeler Environment & Infrastructure UK Limited and Cranfield University was due to be published.

On 23 March 2018, at a Seafield Stakeholder meeting attended by local resident representatives, elected members and officials from the Council, SEPA, Scottish Water and Veolia Water, the final review document was presented.

This report provides a summary of the main recommendations made in the review.

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

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the recommendations contained in the Seafield Waste Water Treatment Works Strategic Odour Review designed to minimise odour release in the short, medium and long term;
 - 1.1.2 notes that engagement with the local community will inform the Council's response to the consultant's report; and
 - 1.1.3 notes that officers will engage with Scottish Water and Veolia Water to determine how the recommendations made in the review will be assessed, selected and implemented.

2. Background

- 2.1 The Water Services etc. (Scotland) Act 2005 places a duty on the Council to monitor compliance with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006 ('the CoP') and to investigate complaints of sewerage nuisance.
- 2.2 Following the implementation of Scottish Water's Odour Improvement Plan in May 2011, the Council's monitoring programme commenced on 1 June 2011 in line with the CoP. Progress reports on the programme were made to the Committee ([links are contained within the background reading section of this report](#)) on:
- 29 November 2011;
 - 18 June 2012;
 - 13 September 2012;
 - 23 November 2012;
 - 26 August 2014;
 - 2 June 2015;
 - 1 November 2016;
 - 5 October 2017; and

- 9 March 2018.
- 2.3 As a result of high levels of odour complaints in April and May 2017, the Scottish Government commissioned a full strategic review of Seafeld Waste Water Treatment Works ('WWTW'). This review was developed to look at the operation, design and maintenance of the WWTW, the sewerage network feeding the WWTW, the effectiveness and implementation of the CoP, and included consultation with all stakeholders including the Council and local residents. The final review was published and presented to stakeholders at a meeting on 23 March 2018.

3. Main report

- 3.1 The Seafeld Waste Water Treatment Works (WWTW) Strategic Odour Review final report (Appendix 1) was presented to stakeholders at a meeting on 23 March 2018.
- 3.2 The scope of the review encompassed two distinct related themes. Firstly, an evidence based evaluation of the performance and operation of both the sewerage network and Seafeld WWTW in relation to odour generation and minimisation. Secondly, an engagement exercise with all stakeholders to gather information on how odour from Seafeld WWTW affects the local community and how the regulators respond.
- 3.3 The review process commenced in June 2017 and concluded in October 2017. Appendix A of the final report (Appendix 1) contains the terms of reference, which include the undertaking of an evidence based review of the operation, design and maintenance of the WWTW and the effectiveness of the relevant Code of Practice (CoP), the operators' Odour Management Plan and WWTW site controls.
- 3.4 The report commences with a summary which includes an overview of the way that Scottish Water operates within a regulatory framework established by the Scottish Parliament. It further identifies the Water Industry Commission for Scotland as the economic regulator.
- 3.5 Also included in the summary are three sets of recommendations designed to improve the odour climate around Seafeld WWTW presented as short, medium and long-term measures.
- 3.6 The short-term measures are focused on the next two years, primarily consisting of feasible engineering and technical studies and evaluations, which include improvements to both the storm tanks and the primary settlement tanks (PSTs), described by local residents as significant sources of odour. Also recommended is the development of a contingency plan for dosing the sewerage network at key locations during periods of low or no rainfall, to alleviate septicity - the cause of high levels of complaints recorded in spring 2017.
- 3.7 The medium-term measures (two to seven years) are dependent on the outcomes of the studies carried out in the short-term. They include consideration

- of covering the storm tanks and identifying a phased approach to redeveloping the PSTs with alternative covered or enclosed processes.
- 3.8 The long-term measures (seven to 20 years) include identifying options for intermediate WWTWs in the vicinity of Wallyford and the coastal towns, and the development of a long-term vision and strategy for the Seafield site with the possibility of complete redevelopment and replacement with state of the art assets and processes.
- 3.9 The report summarises that the CoP provides an adequate basis for the regulation of odour release from WWTWs across Scotland whilst accepting that enforcement process can be reactive, resulting in the community being exposed to odour before a Local Authority can act. The report provides a close approximation of the procedures followed by the Council. However, it does not fully explain that a notice can only be served where there is a likely or actual breach of the CoP. Some residents have expressed concerns about the enforcement approach adopted by the Council. The review, however, acknowledges that the Council's responsibility to monitor and enforce the CoP is being undertaken with significant resource commitments and expertise.
- 3.10 Although the covering of the main tanks in the WWTW is the stated aspiration of some local residents, there are no short-term measures identified that include covering both the Storm Tanks and the PSTs. The report accepts that the risk of odour arising from these and other uncovered sources still remains. It is therefore highly likely that the Council will continue to receive and investigate complaints of odour affecting the local community for the foreseeable future.
- 3.11 As the implementation of any of the recommendations contained in the report may affect the regulatory duties that the Council fulfils under the Water Services etc. (Scotland) Act 2005, Council officers will commence dialogue relating to the implementation of the measures outlined in the report with both Scottish Water and Veolia Water at regular Seafield Liaison Group Meetings.

4. Measures of success

- 4.1 A decrease in the number of major odour emission events from Seafield WWTW and a reduction in complaints from the local community.
- 4.2 That Scottish Water continues to minimise odour release from Seafield WWTW in accordance with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006.

5. Financial impact

- 5.1 The cost of continuing to operate the current odour assessment and monitoring programme can be met from existing budgets.

6. Risk, policy, compliance and governance impact

- 6.1 Compliance with the Water Services etc. (Scotland) Act 2005 and the associated Sewerage Nuisance (Code of Practice) (Scotland) Order 2006. The Directorate provides at least annual reports on the monitoring of the waste water treatment facility. The Council also participates in the Stakeholders' meeting which includes the operators, relevant partners, elected members and the community.
- 6.2 Any enforcement action the Council takes, including serving a notice, may be subject to judicial review or an appeal to the Sheriff against the notice.

7. Equalities impact

- 7.1 This report proposes no changes to current policies or procedures, and as such a full impact assessment is not required. The contents have no relevance to the public-sector Equality Duty of the Equality Act 2010.

8. Sustainability impact

- 8.1 The Council is required to investigate complaints of odour from Seafeld WWTW and to monitor Scottish Water's compliance with the Water Services etc. (Scotland) Act 2005 and the associated Sewerage Nuisance (Code of Practice) (Scotland) Order 2006, designed to minimise odour release from WWTWs into the local community.

9. Consultation and engagement

- 9.1 Community representatives, local MSPs and the Council are members of the Seafeld Stakeholder Liaison Group, which meets periodically with Scottish Water and Veolia Water to discuss the Council's role as regulator, actions proposed by Scottish Water and Veolia Water to minimise odour emissions, and any other issues relating to the impact of the works on the local community.

10. Background reading/external references

- 10.1 [Seafeld Waste Water Treatment Works - Council Odour Monitoring and Assessment Programme Update Report March 2018](#)
- 10.2 [Seafeld Waste Water Treatment Works - Council Odour Monitoring and Assessment Programme Update Report](#)
- 10.3 [Seafeld Waste Water Treatment Works - Council Odour Monitoring and assessment Programme Update 2017](#)
- 10.4 [Seafeld Waste Water Treatment Works – November 2016](#)
- 10.5 [Seafeld Waste Water Treatment Works- Monitoring of Scottish Water Odour Improvement Plan- June 2015](#)

- 10.6 [Seafield Waste Water Treatment Works-Monitoring of Scottish Water Odour Improvement Plan- August 2014](#)
- 10.7 [Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - November 2012](#)
- 10.8 [Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - September 2012](#)
- 10.9 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update - June 2012](#)
- 10.10 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update - November 2011](#)
- 10.11 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update November 2010](#)
- 10.12 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update - November 2009](#)
- 10.13 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update May 2008](#)

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11. Appendices

Appendix 1 <http://www.scottishwater.co.uk/-/media/domestic/files/investment-and-communities/seafieldstrategicodourreviewfinalreport18122i1.pdf?la=en>

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

Flooding in Inverleith Park

Item number	7.5
Report number	
Executive/routine	
Wards	Inverleith
Council Commitments	43

Executive Summary

At its meeting on [21 September 2017](#) Council instructed officers to investigate the cause of the flooding at Inverleith Park and report back their findings and recommendations.

Following the commissioning of specialist analysis, it has been determined that some of the existing drainage system is no longer able to effectively drain surface water given the frequency and scale of current rainfall events.

It is therefore proposed that the ineffective sections are replaced with larger and better aligned piping, and that the installation of lateral and secondary field drainage supplements these. A bid for capital funding will be made as part of the 2019/20 budget process.

Flooding in Inverleith Park

1. Recommendations

- 1.1 That Committee notes
 - 1.1.1 the proposal to replace damaged and ineffective sections of the principal drainage pipe in Inverleith Park with larger pipes aligned along a more suitable route, and supplemented by additional inspection chambers and field drains;
 - 1.1.2 the outcome of the investigation into the cause of flooding at Inverleith Park and that the cost of the proposed solution amounts to £220,000;
 - 1.1.3 a bid for capital funding will be put forward during the 2019/20 budget process.

2. Background

- 2.1 At its meeting on [21 September 2017](#) Council amended a motion raised by Councillor Osler to Council, wherein:
Council notes:
 - 2.1.1 The importance of Inverleith Park as one of Scotland's largest urban parks,
 - 2.1.2 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,
 - 2.1.3 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,
 - 2.1.4 The impact this flooding has had on the ability of local people to make use of and enjoy the park.
- 2.2 Officers were instructed to investigate the cause of the flooding and report back their findings and recommendations.
- 2.3 Although drainage was included as part of the initial laying-out Inverleith Park, records show that it was subject to flooding as early as 1894. Repairs were instigated and further drainage added, an action that has been periodically repeated over the subsequent decades. As recently as 2013 £82,000 was invested by the Council on drainage works on the south-east and north-east quadrants of the park.

- 2.4 Inverleith Park has regularly hosted public events. Since 2015, the Foodies Festival has been the sole large annual event in the park.
- 2.5 Since the adoption of the Edinburgh Parks Events Manifesto, the Council has required both a rent and a bond from the organisers of large-scale events. The bond is a sum of money paid to the Council in advance of the event which is used to fund repairs to the ground or park features damaged by event. Unused monies are returned to the event organiser.
- 2.6 Following the 2017 Foodies Festival, £13,127 of bond monies was used to repair damaged ground. Works included levelling, decompaction, verti-draining, top-dressing, and over-seeding. Additional aeration was undertaken at Council expense in compacted areas out with the Foodies Festival footprint.
- 2.7 Recognising that these works alone are not fully addressing the issue of repeated flooding, six sumps have been created along the new drainage line created in 2013, and a programme of gully clearance initiated.

3. Main report

- 3.1 A comprehensive assessment of Inverleith Park's drainage network has been commissioned from consultant landscape engineers, and recommendations to improve its effectiveness in dealing with winter rainfall events were made.
- 3.2 Investigations have revealed that the chief limitation and restriction to drainage is along sections of main line piping running besides the Dunlop drinking fountain and along to the pond. Effectiveness is compromised during peak rainfall events owing to a combination of blockages and insufficient flow capacity.
- 3.3 Gradients are extremely shallow in some sections and known blockages and obstructions exist due to root ingress from the avenue of trees lining the SW quadrant.
- 3.4 There are five additional lateral drains that connect to the main line. Their effectiveness is limited due to the absence of secondary drainage and the nature of the site soils having capped or partially capped the surface of the drain lines.
- 3.5 During storm events the volume of water being received is exceeding the flow capacity of the downstream pipes. This results in water backing-up and the surrounding areas becoming flooded. Any small hollows and low areas of path and grassland are then slow to drain as water is trapped and cannot reach the nearest drains.
- 3.6 The proposed solution is to replace the affected pipe sections with new wider piping. These works would involve an extensive deep excavation through the hill to the north of the pond and the installation of at least one additional inspection chamber. The use of directional drilling to bore under trees that would otherwise have to be felled is being investigated.
- 3.7 New lateral and secondary drains running across grassed areas will also need to be installed and a series of grass establishment works undertaken.

4. Measures of success

- 4.1 The installation of replacement drainage will reduce the number and scale of localised flooding events in Inverleith Park.

5. Financial impact

- 5.1 It is estimated that these works will cost up to £220,000. This funding is not currently available but will be added to the unfunded priorities list to be considered in the 19/20 budget process.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that more frequent and heavier rainfall events caused by climate change may further increase the volume of water needing to be drained from Inverleith Park.

7. Equalities impact

- 7.1 There are no equality impact issues to report.

8. Sustainability impact

- 8.1 Improved drainage will reduce the frequency, length, and scale of localised flooding in Inverleith Park, making it a more attractive and useable public park for visitors.

9. Consultation and engagement

- 9.1 The Friends of Inverleith Park have been consulted.

10. Background reading/external references

- 10.1 None

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11. Appendices

None

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

Saughton Park and Gardens Restoration

Item number	7.6
Report number	
Executive/routine	
Wards	7 Sighthill/Gorgie
Council Commitments	43

Executive Summary

The restoration of Saughton Park and Gardens is progressing well. Construction and landscaping works are underway, and additional funds have been secured to match the original Council and Heritage Lottery Fund contributions, including active travel and sustainable energy funding, and grants to enhance the park's play and recreational facilities.

There will be a soft launch when the gardens re-open at the end of the year, with a Grand Opening Event planned for early summer 2019 to celebrate the park's restoration.

Saughton Park and Gardens Restoration

1. Recommendations

- 1.1 It is recommended that Committee notes the progress made in delivering this park restoration project.

2. Background

- 2.1 A report to the Transport and Environment Committee on [15 March 2016](#) reported that the Heritage Lottery Fund (HLF) had awarded a £3.8 million grant for the Saughton Park Restoration Project and that the delivery phase would commence and run for five years until the end of 2020.
- 2.2 The original project budget was £5.2 million with HLF's contribution and Council capital matched-funding of £899,165. In addition, the Council can use the first five years additional management and maintenance costs as match-funding and this equates to £313,105. In addition, Sustrans and the Mushroom Trust provided a total of £200,000 external matched funding.
- 2.3 The Council also approved an additional £180,000 capital budget to improve the car parking facilities in the park.
- 2.4 During 2016 the Project Team worked with lead landscape architects Ironside Farrar Ltd, architects Sutherland Hussey Harris, and quantity surveyors Thomson Gray Ltd to develop detailed plans and tender drawings. A full competitive tendering process was undertaken in 2017.

3. Main report

- 3.1 Following the competitive tendering process undertaken in 2017, the Landscape Works Contract was awarded to P1 Solutions Ltd on 4 July 2017. Construction works commenced on 31 July 2017 and are due to be completed in August 2018.
- 3.2 Whilst the overall landscape works project has been progressing well, there have been a number of issues which have affected the landscape works project budget and programme. There have been a few unexpected costs, and while this is not unusual and would normally be covered by project contingency budget, some have been exceptionally high. This has included a change in requirement from Scottish Power to build a new sub-station and having to move a number of un-charted underground connections.

- 3.3 The Project Team, with agreement from the Project Board, has managed these cost increases in several ways, including undertaking value engineering to reduce construction costs and using Council framework agreements to reduce supply costs. Taking into consideration the work that still needs to be completed, it was felt that a further contingency budget of £171,500 was needed to manage this risk and enable the project to continue. This has been met from the Place Directorate capital budget, due to underspend in other projects.
- 3.4 The Building Works Contract was awarded to Clark Contracts Ltd on 4 December 2017. The original tender price was £435,000 higher than budget. Value engineering was undertaken, and this identified savings of £235,000, which had little impact to the overall design. A further £200,000 was secured from underspend on another project within the Place Directorate capital budget. Construction works commenced in February 2018 and are due to be completed by November 2018.
- 3.5 The master plan included a new micro-hydro scheme on Saughton Weir. Costs have been estimated to be in the region of £650,000, which is significantly higher than the £350,000 estimated in 2010 when the initial feasibility study was undertaken. Some funding has been set aside for this project but additional funding is required before work can proceed.
- 3.6 Enabling works has been carried out in preparation for the construction of the micro-hydro scheme and full tender drawings have been developed so that procurement can commence immediately all the funding is secured.
- 3.7 Earlier this year a new Scottish Government 'Low Carbon Infrastructure Transition Programme' (LCITP) funding stream was announced and an Initial Application has been submitted. If invited to apply, a full application will be submitted in August 2018 with a view to constructing the micro-hydro scheme in 2019.
- 3.8 Work is still underway to identify funding to replace the external galvanised palisade perimeter fencing along Stevenson Drive and Balgreen Road and to replace fencing along the Water of Leith boundary. This work is estimated to be in the region of £50,000 and £30,000 respectively. These works are not essential to the overall project and can be done at a later date.
- 3.9 During 2017 the scope of the project increased to include the following:
- 3.9.1 Development of new Active Travel Route paths through and around the park;
 - 3.9.2 Installation of Ground Source Heating Pump (GSHP) systems to provide sustainable heat for the park buildings;
 - 3.9.3 Redevelopment of the children's playground to make it more inclusive; and
 - 3.9.4 Development of new multi-use games area (MUGA) to increase opportunities for sports and games.
- 3.10 Additional external funding totalling £875,338 has been secured during this time to enable these additional works to be carried out:
- Sustrans Grant £335,200

•	SEEP Grant Capital	£159,979
•	SEEP Grant Resource	£23,997
•	Salix Loan (GHSP)	£139,979
•	SUEZ Grant (MUGA)	£49,925
•	Edinburgh Airport Community Grant (MUGA)	£2,000
•	Tesco Bags Grant (MUGA)	£1,000
•	Viridor Grant (Playground)	£49,217
•	EB Grant (Playground)	£15,000
•	WREN Grant (Playground)	£99,041

- 3.11 In July 2017 the walled garden and other parts of the wider park closed to the public to allow the construction works to be carried out. It is anticipated the garden will remain closed until December 2018. All other areas are expected to re-open by August 2018, except for the West Car Park which is being used by the Building Contractor for their site compound. There will be a soft launch when the whole gardens re-open at the end of the year, with a Grand Opening Event planned for early summer 2019 to celebrate the park's restoration.

4. Financial impact

- 4.1 All the funding for the main HLF funded project, car parks, GSHP, Children's Playground and the MUGA has been secured.
- 4.2 The HLF funded project costs have increased by £371,500 due to a cost uplift in the Landscape Contract of £171,500 due to unexpected works and tender prices for the Building Contract being £200,000 higher than estimated. This budget was sourced from within the Place Directorate capital budget, being available due to underspend in other projects. This has increased the HLF funded project budget from £5.2 million to £5.5 million. The budgets for the Landscape and Building Contracts continue to be managed closely by the Project Manager reporting to the Project Board and Head of Place Management.
- 4.3 The costs for the additional works relating to the car parks, micro-hydro scheme enabling works, Active Travel Routes, GSHP, children's playground and MUGA is covered by the £875,338 external funding secured as detailed in section 3.9 and £450,433 from Council capital budgets:
- | | | |
|---|------------------------------------------------------------|----------|
| • | Playground budget for planned works for Saughton | £199,587 |
| • | Parks budget for car park works | £104,098 |
| • | Micro-hydro budget for enabling works | £80,000 |
| • | Saughton budget underspend from development phase | £45,356 |
| • | Other departments budget for works relating to their areas | £21,392 |

- 4.4 Full funding is not yet in place for the micro-hydro scheme. If the LCITP funding bid application is successful, additional matched funding required is estimated to be £225,000 and a further report to committee will set out how this will be funded before the project can commence. This work can be carried out after the main construction works are completed so does not impact the delivery of the overall project.
- 4.5 Funding is not in place to replace the park's fencing however this does not impact the delivery of the overall project.

5. Risk, policy, compliance and governance impact

- 5.1 As with all construction projects of this scale there is a risk of cost overrun and delay. A Project Team and Project Board manage risk, meeting regularly to consider project budgets and outputs, and make decisions as required.

6. Equalities impact

- 6.1 There are no equality impacts arising from this report.

7. Sustainability impact

- 7.1 Once re-opened, Saughton Gardens will be supplied with sustainable energy from ground source heat pumps. Active travel along new and restored footpaths and cycleways will be encouraged. Biodiversity will be a tenet of horticultural and ecological enhancements.

8. Consultation and engagement

- 8.1 There has been extensive consultation and engagement undertaken with the community throughout the project.
- 8.2 In addition to regular Project Newsletters, press releases and social media updates, there have been construction site visits for stakeholders and talks given to community groups around the city.
- 8.3 Representatives from the Royal Caledonian Horticultural Society (The Caley) and the Friends of Saughton Park (FoSP) sit on the Project Board and Project Steering Group. Both have also been actively engaged with the project during the construction phase in many other ways.
- 8.4 The FoSP members have researched, designed, and will be planting up a 'Scottish Physic Garden' within the Walled Garden. This comprises nine large raised beds of plants, herbs and bulbs which have remedial effect on certain ailments pertaining to parts of the body.

- 8.5 The group has been raising funds through events and grant applications. This has enabled them to buy plants for the Physic Garden and to donate £1,750 towards the cost of an interpretive stone carving at the Water of Leith viewpoint.
- 8.6 They have also been working with the Orchard Project to establish three community orchards within the park. These will be used as a training resource and to promote fruit growing in the city.
- 8.7 The FoSP History Group has worked closely with the project team to develop the content for the interpretation boards in the park, which tell Saughton's story in an engaging manner.
- 8.8 The Caley has raised funding to create a Winter Border and their members will be planting this border later this year. They have also developed designs for a new teaching greenhouse and will be making a grant application in August for capital funding to build this new community feature.
- 8.9 Cycling UK, one of the partners that the Project Team has been working with, will be locating an All-ability Bike Centre within the park to promote cycling for all. They will run courses and tasters, and provide a range of bicycles which enable people with disabilities or mobility problems to participate.
- 8.10 A range of community benefits have been delivered by the two contractors P1 Solutions Ltd and Clark Contracts Ltd as part of the on-going work:

Community benefits provided by P1 Solutions Ltd

- Attending the FoSP meetings during construction;
- Two school pupil placements;
- A fully funded stonemason apprenticeship work placement from St Mary's Cathedral Workshops;
- Donation of staff days for the FoSP Physic Garden works;
- £5,000 towards the Grand Opening event;
- A JET (Jobs Education Training) placement for a local school leaver. This has led to the individual being offered a full-time apprenticeship with P1 Solutions; and
- £20,000 towards developing specific garden features to benefit the community

Community benefits provided by Clark Contracts Ltd

- Work placement for a targeted group (e.g. care leavers);
- A JET placement;
- Pupil work placements;
- Donation of plants and tools; and
- Sponsorship of marquees, PA, stages, etc for the Grand Opening event.

9. Background reading/external references

None

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10. Appendices

None

Transport and Environment Committee

10.00am, Wednesday 20 June 2018

Accounts Commission – Local Government in Scotland – Challenges and Performance 2018 - referral from the Governance, Risk and Best Value Committee

Item number	7.7
Report number	
Wards	All

Executive summary

The Governance, Risk and Best Value Committee on 5 June 2018 considered a report detailing the Accounts Commission's complementary, forward-looking report assessing councils' readiness to confront the growing challenges that lay ahead following its earlier Scotland-wide review of 2016/17 local government financial performance.

The report has been referred to the Transport and Environment Committee for its consideration.

Terms of Referral

Accounts Commission – Local Government in Scotland – Challenges and Performance 2018

Terms of referral

- 1.1 On 5 June 2018 the Governance, Risk and Best Value Committee considered a report detailing the Accounts Commission's complementary, forward-looking report assessing councils' readiness to confront the growing challenges that lay ahead following its Scotland-wide review of 2016/17 local government financial performance.
- 1.2 The joint report by the Chief Executive and the Executive Director of Resources indicated that the report re-emphasised a number of previous messages of relevance to all councils in Scotland, including the need for robust financial and service planning, appropriately resourced transformational change programmes and close working with elected members and communities in prioritising services to deliver key outcomes and secure financial sustainability.
- 1.3 The Governance, Risk and Best Value Committee agreed:
 - 1.3.1 To note the joint report by the Chief Executive and the Executive Director of Resources.
 - 1.3.2 To refer the joint report to all Executive Committees for consideration, with particular emphasis on the issues raised in Paragraphs 3.4 and 3.6.3 of the report.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to consider the attached Challenges and Performance 2018 report.

Background reading / external references

Webcast of Governance, Risk and Best Value Committee – 5 June 2018

Laurence Rockey

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Links

Appendices

Appendix 1 – Accounts Commission: Local Government in Scotland – Challenges and Performance 2018

Governance, Risk and Best Value Committee

10.00am, Tuesday, 5 June 2018

Accounts Commission: Local Government in Scotland – Challenges and Performance 2018

Item number

Report number

Executive/routine

Routine

Wards

n/a

Council Commitments

n/a

Executive summary

Following the publication in November 2017 of its Scotland-wide review of 2016/17 local government financial performance, the Accounts Commission has now issued a complementary, forward-looking report assessing councils' readiness to confront the growing challenges that lie ahead. The report re-emphasises a number of previous messages of relevance to all councils in Scotland, including the need for robust financial and service planning, appropriately-resourced transformational change programmes and close working with elected members and communities in prioritising services to deliver key outcomes and secure financial sustainability.

Accounts Commission: Local Government in Scotland – Challenges and Performance 2018

1. Recommendations

- 1.1 Members of the Governance, Risk and Best Value Committee are asked to:
 - 1.1.1 note the contents of the report; and
 - 1.1.2 refer the report to the Finance and Resources Committee for its consideration.

2. Background

- 2.1 At the meeting of the Governance, Risk and Best Value Committee on 16 January 2018, members considered the key findings of the Accounts Commission's Financial Overview 2016/17 report. The report concluded that in light of increasing demand and reducing funding, the financial challenges facing all councils had continued to grow, with savings correspondingly more difficult to identify and greater use made of reserves, in some cases to support routine service delivery.
- 2.2 Given an accompanying increase in debt levels in some authorities, robust medium-term planning, transparent reporting and effective leadership were identified as being key to securing on-going financial sustainability. In confronting the challenges of necessary service redesign and prioritisation, close working amongst officers, councillors, stakeholders and partners will be vital.
- 2.3 As in 2016/17, the financial overview report has been supplemented by a follow-up *Challenges and Performance* report, released on 5 April 2018, providing a high-level, independent view of the challenges facing councils, assessing how well they are addressing these and what more they can do going forward. The recommendations of the report intentionally complement those set out in the earlier Financial Overview.
- 2.4 The *Challenges and Performance* report's findings are aimed primarily at councillors and senior officers, supporting them in their increasingly complex and demanding roles. As with previous similar reports, [a self-assessment checklist](#) (with the corresponding questions included at relevant points within the report) is provided to assist councillors in understanding their own council's position and scrutinising its performance, thereby informing the difficult decisions that

undoubtedly lie ahead. [An interactive online tool](#), facilitating inter-authority comparison of councils' performance, has also been developed.

- 2.5 As with similar previous publications, in view of its Scotland-wide coverage, the report's contents are correspondingly general, although the underlying issues presented resonate with those faced within Edinburgh. Other reports focusing specifically on the Council's activities are, however, regularly considered by the Finance and Resources and Governance, Risk and Best Value Committees. Of particular relevance is the Council's own [Annual Audit Report](#), considered by the Governance, Risk and Best Value Committee on 26 September 2017.

3. Main report

Overview of report and key messages

- 3.1 The Accounts Commission report comprises three distinct sections. The first (on pages 10 to 20) provides a succinct, high-level overview of the challenges facing all councils, with a useful summary of the key UK and Scottish policy drivers included on pages 11 to 13. This overview also incorporates commentary and analysis of the differing impacts of demographic change on key demand-led services across Scotland's councils, all set against a backdrop of on-going reductions in real-terms funding levels and significant legislative reform.
- 3.2 Exhibit 4 on page 19 confirms Edinburgh's estimated overall population growth as the second-highest in Scotland in proportionate terms between 2014 and 2039, increasing by 21% over this period. Within this overall increase, growth is particularly pronounced amongst those of pensionable age or above, amounting to almost 70%. Expected growth in those aged 0 to 5 is also amongst the highest in Scotland.
- 3.3 The report highlights the resulting increase in the proportion of councils' budgets allocated to education and, in particular, health and social care, with a consequent impact on "non-protected" services outside these areas such as cultural services, regulatory functions and corporate services. This emphasises not only the importance of effective service prioritisation but the need to consider different and innovative ways of managing demand within these core areas. Against a backdrop of reducing resources, protection needs to be relative rather than absolute, with all functional areas requiring to contribute in meeting overall savings targets.
- 3.4 The second and third sections of the report then proceed to examine how councils have responded to these challenges, emphasising that further incremental changes will not be sufficient to deliver the required level of savings and sustain performance improvement. The report therefore reiterates the importance of longer-term financial planning, aligned with comprehensive workforce planning approaches, improved productivity and the importance of digital solutions to deliver savings and make services more efficient, as well as

the need for effective political and managerial leadership in considering all options for service delivery and transformation, underpinned by robust option appraisal.

Relevance to Edinburgh

- 3.5 As noted above, given the report's Scotland-wide coverage, there are few Edinburgh-specific references. The report also provides considerable contextual information, intentionally complementing and reinforcing recommendations included in the earlier *Financial Overview* report.
- 3.6 On this basis, rather than commenting in detail on specific report references, members' attention is drawn to a number of the points made with regard to the earlier report as follows:
 - 3.6.1 the Council was one of the first in Scotland to introduce a long-term financial plan, doing so in 2009. The plan captures movements in key expenditure (and income) factors influencing the Council's activities. The content of the plan is reviewed on a regular basis, with the outcome of the most recent review to be reported to the Finance and Resources Committee on 12 June 2018;
 - 3.6.2 the Council adopted a corporate charging policy framework in June 2014, with increases in most discretionary fees and charges linked to wider changes in inflation rates to supplement the level of investment in key services;
 - 3.6.3 in line with the position for Scotland as a whole, the Council has afforded relative protection to education and social work services in recent years' budgets. As is set out in the report, however, given that expenditure in these areas accounts for over two-thirds of the Council's budget and is increasing with each year of relative protection, all areas need to contribute to addressing savings requirements going forward if financial sustainability is to be secured;
 - 3.6.4 the Council was one of a minority in Scotland that increased their levels of reserves in 2016/17 against the backdrop of an overall Scotland-wide reduction of £32m. The Council's 2016/17 external audit concluded that an effective approach to the management of reserves was in place, with the combination of unallocated and earmarked reserves appropriate to the risks it faces and the annual Risks and Reserves report considered by the Finance and Resources Committee identified as an example of good practice. In this vein, the Council has applied earmarked reserves in 2017/18 in meeting, for example, building dilapidation liabilities and obligations associated with its waste disposal contract;

- 3.6.5 the Scotland-wide demand-driven nature of a number of service overspends in 2016/17 mirrors the experience in Edinburgh, with the 2018/19 budget framework subsequently providing additional investment in the areas of Health and Social Care and Safer and Stronger Communities. This additional investment is, however, only affordable through the identification of corresponding savings elsewhere within the budget, with a consequent need for much more fundamental consideration of what the Council does and how it does it;
- 3.6.6 enhanced senior officer and elected member scrutiny at the inception, development and implementation stages have seen significant improvements in the proportion of savings subsequently delivered in recent years, with nearly 90% by value delivered in both 2015/16 and 2016/17;
- 3.6.7 no use of general (unallocated) reserves was assumed in approving either the 2017/18 or 2018/19 budget. In view of external audit recommendations around enhancing in-year transparency of the use of earmarked reserves, however, a review of practice elsewhere is being undertaken and will be incorporated in subsequent Council-wide revenue monitoring reports;

4. Measures of success

- 4.1 The report reiterates a number of principles of sound financial management and assesses councils' current practices against these. The Council's own arrangements were assessed to be effective as part of the 2016/17 Annual Audit process, with expenditure contained within budget for the tenth successive year and almost 90% of approved savings delivered.
- 4.2 In the more immediate context of the 2018/19 financial year, the key targets are achieving a balanced overall budget outturn position and successful delivery of approved savings and key service performance indicators.

5. Financial impact

- 5.1 Delivery of a balanced budget in any given year is contingent upon the development, and subsequent delivery, of robust savings, alongside management of all risks and pressures, particularly those of a demand-led nature.

6. Risk, policy, compliance and governance impact

- 6.1 An annual report on the risks inherent in the budget process is considered by the Finance and Resources Committee, usually in January, and referred to Council as part of setting the revenue and capital budgets.
- 6.2 The savings assurance process is intended to ensure that, as far as is practicable, those proposals approved by Council deliver the anticipated level of financial savings in a way consistent with the expected service impacts outlined in the respective budget templates. Subsequent delivery is reported to the Finance and Resources Committee on a quarterly basis.
- 6.3 Wider progress in the delivery of targeted outcomes is assessed as part of annual performance updates, the most recent of which was reported to Council in [November 2017](#). Going forward, Executive Committees will consider an overview of performance relevant to their area, scrutinising indicators, improvement actions, issues and opportunities, on an annual basis.
- 6.4 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.
- 6.5 The effectiveness of the Council's wider governance framework is similarly assessed on an annual basis, with [the most recent such review](#) reported to the Governance, Risk and Best Value Committee on 28 November 2017.

7. Equalities impact

- 7.1 Proposals comprising the budget framework are assessed for their corresponding potential equalities and human rights impacts. The results of this assessment are reported to the Finance and Resources Committee to allow members to pay due regard to them in setting the Council's budget.

8. Sustainability impact

- 8.1 The proposals comprising the budget framework are also subject to an assessment of their likely corresponding carbon, climate change adaptation and sustainable development impacts, with the results reported to the Council as part of annual budget-setting.

9. Consultation and engagement

- 9.1 As in previous years, the Council's budget framework for 2018/23 was the subject of a number of weeks' engagement, with the key findings reported to the Finance and Resources Committee on 8 February 2018.

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10. Background reading/external references

[City of Edinburgh Council 2016/17 Annual Audit Report to the Council and Controller of Audit](#), Governance, Risk and Best Value Committee, 26 September 2017

[Implementing the Programme for the Capital – Council Performance Framework 2017/22](#), City of Edinburgh Council, 23 November 2017

[Corporate Governance Framework 2016/17](#), Governance, Risk and Best Value Committee, 28 November 2017

[Accounts Commission – Local Government in Scotland – Financial Overview](#), Governance, Risk and Best Value Committee, 16 January 2018

11. Appendices

One – [Accounts Commission – Local Government in Scotland – Performance and Challenges 2018](#)