

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday 9 August 2018

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

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

Contacts

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

Tel: 0131 529 4283 / 0131 529 4107



1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Transport and Environment Committee, 20 June 2018 (circulated) – submitted for approval as a correct record

5. Forward Planning

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

6. Business Bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Updated Pedestrian Crossing Prioritisation 2018/19 – report by the Executive Director of Place (circulated)
- 7.2 Public Transport Priority Action Plan – report by the Executive Director of Place (circulated)
- 7.3 Budget Commitment to Cycling in 2016/17 and 2018/19 Cycling Programme – report by the Executive Director of Place (circulated)
- 7.4 A8 Cycleway Upgrade, Traffic Regulation Order – report by the Executive Director of Place (circulated)
- 7.5 Parking Action Plan: Implementing the Parking Permit Diesel Surcharge – report by the Executive Director of Place (circulated)
- 7.6 Strategic Review of Parking, Edinburgh – report by the Executive Director of Place (circulated)
- 7.7 Workplace Parking Levy Scoping – report by the Chief Executive (circulated)
- 7.8 ‘Edinburgh: connecting our city, transforming our places’ – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation – report by the Executive Director of Place (circulated)

- 7.9 Review of Waste and Recycling Strategy – report by the Executive Director of Place (circulated)
- 7.10 Waste and Cleansing Services Performance – report by the Executive Director of Place (circulated)
- 7.11 Enhancing Communal Bin Collections – Update following trial to implement every other day collections – report by the Executive Director of Place (circulated)
- 7.12 Review of Trade Waste Bin Exemptions – report by the Executive Director of Place (circulated)
- 7.13 Single Use Plastics – report by the Executive Director of Place (circulated)
- 7.14 Street Lighting Management Arrangements – report by the Executive Director of Place (circulated)
- 7.15 Carbon Literacy Update August 2018 – report by the Chief Executive (circulated)
- 7.16 Appointments to Working Groups – 2018/19 – report by the Chief Executive (circulated)

8. Routine decisions

- 8.1 Progress in Implementing the Integrated Weed Control Programme – report by the Executive Director of Place (circulated)
- 8.2 Winter Maintenance Review – report by the Executive Director of Place (circulated)
- 8.3 Roads Services Improvement Plan – report by the Executive Director of Place (circulated)
- 8.4 Edinburgh Catering Services – Update on School Meals and the Use of Plastic in Schools – referral from the Education, Children and Families Committee (circulated)

9. Motions

- 9.1 If any

Laurence Rockey

Head of Strategy and Insight

Committee Members

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

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council. The Transport and Environment Committee usually meets every eight weeks.

The Transport and Environment Committee usually meets in the Dean of Guild Court

Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica MacMillan or Rachel Gentleman, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4283/4107, email: veronica.macmillan@edinburgh.gov.uk / rachel.gentleman@edinburgh.gov.uk

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh. The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to www.edinburgh.gov.uk/meetings.

Webcasting of Council meetings

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

The Council is a Data Controller under the General Data Protection Regulation and Data Protection Act 2018. We broadcast Council meetings to fulfil our public task obligation to enable members of the public to observe the democratic process. Data collected during this webcast will be retained in accordance with the Council's published policy including, but not limited to, for the purpose of keeping historical records and making those records available via the Council's internet site.

Generally the public seating areas will not be filmed. However, by entering the Council Chamber and using the public seating area, individuals may be filmed and images and sound recordings captured of them will be used and stored for web casting and training purposes and for the purpose of keeping historical records and making those records available to the public.

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

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

Additional Transport and Environment Committee

3.00pm, Wednesday 20 June 2018

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Booth (items 1 to 12), Bruce, Burgess, Mary Campbell (substituting for Councillor Booth, items 13 and 14), Cook, Douglas, Gloyer, Key and Watt (substituting for Councillor Arthur).

1. Deputations

The Committee agreed to hear four deputations in relation to a decision which had been taken by the Committee at its meeting of 9 March 2018 to approve the reconstruction of the setted carriageway in Brighton Place, Portobello.

1.1 Deputation by Steven McIntyre on behalf of Positive Porty Traders

The deputation highlighted the following:

- Recognition that the repairs were needed but that Brighton Place should not be closed;
- Concerns that the closure would mean businesses would need to close for a period of a few weeks, and roadworks which would be required to replace the setts would be detrimental for shop owners and result in a loss of custom for businesses;
- The importance of Brighton Place as an arterial route to Portobello and the disruption its closure would cause for private and public transport;
- The works would dissuade people from visiting the high street as accessibility would be reduced;
- Small businesses who were less resilient to cope with the closure would be worst affected, particularly in the current economic climate and should be protected from any avoidable disruption;
- Of the 150 traders in the area, the majority of them were against the closure of Brighton Place; and
- Their dissatisfaction with the consultation process as it was unclear which roads would be affected.

1.2 Deputation by Laura McMurdo on behalf of Residents of McCarthy & Stone Retirement Complex

The deputation highlighted the following:

- The long period of time residents had been waiting for Brighton Place to be repaired;
- Communication regarding the consultation process was largely online and therefore not accessible for all residents to take part meaning that some vulnerable people who would be worst affected were not aware of the work taking place;
- People who already struggled with accessing Brighton Place would find it more difficult to get around while there were closures in place;
- The decision was made based on the results of a citywide survey rather than specifically about Brighton Place;
- The timescale for the road closures and the diversions required were disruptive for the community, particularly those who used public transport; and
- The lack of access to important local resources such as the library, swimming pool, Post Office, church and shops while Brighton Place was closed.

1.3 Deputation by Paul Dunne on behalf of Portobello Against Brighton Setts

The deputation highlighted the following:

- The group had conducted a petition which had received over 1200 signatures from people opposed to the replacing of the setts on Brighton Place;
- Setts were unsuitable for use as a road surface and the decision to replace these should be reconsidered;
- The consultation which had been undertaken was based on the citywide strategy and there was no separate consultation specifically regarding Brighton Place;
- The Portobello setts should be subject to a separate consultation with residents and businesses who would be directly affected by the decision;
- There was a lack of information provided regarding the length of time the road closures would be in place, the costs of the replacement and maintenance of the setts, and whether the works would be phased;
- The Council should implement measures to mitigate the effect of the lengthy closure on residents and businesses; and
- Their opinion that the Committee did not have full information before it when the decision was taken in March regarding the impact of the closures and the length of time these would be in place for.

The deputations above requested that the Committee considered the points raised and reversed the decision to replace the setts in Brighton Place.

1.4 Deputation by Stephen Hawkins on behalf of Portobello Amenity Society, Portobello Heritage Trust and Brightons and Rosefield Residents' Association

The deputation highlighted the following:

- Their support for the strategy, specifically the desire to retain setted streets in the Portobello area and their opposition to removing setts to be replaced with asphalt surfaces;
- The history of Brighton Place and that it had not been entirely reconstructed, but had poor repair works completed throughout recent years;
- The majority of residents they had engaged with had also expressed support for the retention of setted streets, including through a survey carried out by Portobello Community Council in 2015;
- The issue had been ongoing for around four years with a significant amount of public consultation carried out both online, by the Community Council and through newspapers;
- The historical importance of keeping the setts and new construction methods which meant the new setts would be an improvement on the old ones; and
- The closures were temporary and would provide a long-lasting quality road surface.

The deputation spoke in support of the decision to reconstruct the setts in Brighton Place and requested that the Committee maintained its position.

Decision

To note the points raised by the deputations.

(Reference – Transport and Environment Committee, 9 March 2018 (item 1))

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 17 May 2018 as a correct record.

3. Transport and Environment Committee Key Decisions Forward Plan

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

Decision

To note the Key Decisions Forward Plan.

(Reference – Key Decisions Forward Plan, submitted.)

4. Transport and Environment Committee Rolling Actions Log

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

Decision

To approve the closure of actions 3, 12, 18 (action 3), 29 (action 1), 38, 43 (action 2), 46 (action 2), 51, 52 (actions 1, 2 and 3) and 53.

(Reference – Rolling Actions Log, submitted.)

5. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for 20 June 2018 was presented.

Decision

To note the business bulletin.

(Reference – Business Bulletin, submitted.)

6. Proposed Tram Extension to Newhaven

A presentation was delivered which updated members on the progress made to date on the proposed extension of the tram network to Newhaven. Information was provided on the public consultation which had been carried out, plans and options which were being developed for the route from Pilrig Street to the Foot of the Walk and the support which could be provided for businesses which would be affected by the construction work.

7. 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

The Committee considered Traffic Regulation Order (TRO) and Redetermination Order (RSO) proposals for section 1 of the City Centre West to East Cycle Link and Street Improvements Project (CCWEL) from Roseburn Place to Morrison Street.

94 representations had been received, including 47 objections and 43 letters of support. These were detailed in the report alongside the Council's responses to the representations.

Motion

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.

- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and agrees that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an 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 would be carried out before and after construction takes place.
- 12) To note that the design brief for officers on this section of the CCWEL stemmed from a committee decision in 30 August 2016 under a previous administration, which was to seek a consensus through a 'sounding board' of local interests, even if that involved breaches of the council's design guidance or transport strategy; but agreed however that future sections of this route and future active travel projects should more closely reflect commitments of the current administration to prioritise active travel through providing direct, safe and convenient facilities for those walking and cycling; should endeavour to respect the transport mode hierarchy, and should more closely follow the council's street design guidance.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and to agree that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a separate statutory process was being progressed to prohibit entry to Grosvenor Street from Haymarket Junction in order to improve cycle safety at this point, as part of the programme of cycle safety improvements along the tram route which was previously agreed by committee on 5 October 2017.
- 12) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an 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 would be carried out before and after

construction takes place, and a report setting out the findings of this monitoring would be presented to committee once this phase of the route had been completed and in operation for 12 months, outlining lessons learned and considering any adjustments to the scheme to better serve the interests of placemaking, pedestrians and cyclists.

- moved by Councillor Booth, seconded by Councillor Burgess

Amendment 2

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations and to note the amendments that were proposed to the advertised TRO to address the concerns raised within representation.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and in view of the substantial number of objectors to the narrowing of various sections of the A8 (24) and to the general alignment of the cycle route (15), and of continuing concerns about the design of crossings at Stanhope St and Roseburn Terrace, did not set those objections aside.
- 6) To note that substantial sections of the proposed route (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) were affected by objections to proposed changes to loading and unloading facilities, on which there must be a public inquiry; to consider that partial implementation of the advertised TRO would expose the Council to reputational and financial risk and to agree that work should not begin until these objections had been resolved.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.

- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an 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 would be carried out before and after construction takes place.
 - moved by Councillor Gloyer, seconded by Councillor Douglas

In accordance with Standing Order 20(7), Amendment 1 was accepted as an addendum to the motion.

Voting

For the motion (as adjusted) - 7 votes
 For amendment 2 - 4 votes

(For the motion – Councillors Bird, Booth, Burgess, Doran, Macinnes, Key and Watt.
 For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

Decision

To approve the following amended motion by Councillor Macinnes:

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and to agree that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to

changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.

- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a separate statutory process was being progressed to prohibit entry to Grosvenor Street from Haymarket Junction in order to improve cycle safety at this point, as part of the programme of cycle safety improvements along the tram route which was previously agreed by committee on 5 October 2017.
- 12) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an 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 would be carried out before and after construction takes place, and a report setting out the findings of this monitoring would be presented to committee once this phase of the route had been completed and in operation for 12 months, outlining lessons learned and considering any adjustments to the scheme to better serve the interests of placemaking, pedestrians and cyclists.
- 13) To note that the design brief for officers on this section of the CCWEL stemmed from a committee decision in 30 August 2016 under a previous administration, which was to seek a consensus through a 'sounding board' of local interests, even if that involved breaches of the council's design guidance or transport strategy; but agreed however that future sections of this route and future active travel projects should more closely reflect commitments of the current administration to prioritise active travel through providing direct, safe and convenient facilities for those walking and cycling; should endeavour to respect the transport mode hierarchy, and should more closely follow the council's street design guidance.

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

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

Information was provided on roadworks which were required to take place to progress the redevelopment of Picardy Place as agreed by the Committee at its meeting on 25 January 2018. The redevelopment was to be delivered as part of the Growth

Accelerator Model (GAM) which was agreed by Council in June 2016 to provide public realm and tram proofing works at Picardy Place.

Decision

To note that the Council as authorised undertaker would 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 a division on 25 January 2018, and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

(References – Transport and Environment Committee, 25 January 2018 (item 1); report by the Executive Director of Place, submitted.)

9. Roads Capital Investment Programme – Update

At its meeting on 9 March 2018, the Committee requested a report which provided an overview of outstanding infrastructure projects and investments. This report was presented, outlining carriageway and footway schemes which had been delayed previously and those which were carried forward to 2018/19.

Motion

- 1) To note the content detailed in paragraphs 3.1 – 3.20 of the report by the Executive Director of Place.
- 2) To note the carriageway and footway schemes that had been carried forward into 2017/18 shown in Appendix 1 of the report.
- 3) To agree the method of prioritisation outlined in paragraph 3.32 of the report with the following amendment: ‘that the cycle weighting should also apply to all other roads with a stretch of cycle lane or officially signed as a recommended route for cyclists.’
- 4) To agree to the method of consultation outlined in paragraphs 3.22 – 3.26 of the report with the following amendment: ‘that officers would consult with representatives of active travel organisations once a year to discuss the list of forthcoming carriageway and footway schemes and to agree which of those schemes which would be the subject of further detailed design consultation with those groups. A report would be submitted at the October 2018 Transport and Environment Committee meeting outlining stakeholders, expected outcomes and areas to be discussed.
- 5) To discharge the committee instruction of 17 May 2018 to provide further information about cycle weighting and stakeholder liaison for maintenance schemes.
 - moved by Councillor Booth, seconded by Councillor Burgess

Amendment

- 1) To note the content detailed in paragraphs 3.1 – 3.20 of the report by the Executive Director of Place.

- 2) To note the carriageway and footway schemes that had been carried forward into 2017/18 shown in Appendix 1 of the report.
- 3) To approve the discharge of the Green Group motion to the Committee on 17 May 2018 to provide details on which roads were given cycle weighting and on stakeholder liaison for maintenance schemes, as detailed in paragraphs 3.22 – 3.26 and 3.31 – 3.34 of the report.
 - moved by Councillor Cook, seconded by Councillor Douglas

Voting

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

(For the motion – Councillors Bird, Booth, Burgess, Doran, Macinnes, Key and Watt.
For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

Decision

To approve the motion by Councillor Booth.

(References – Transport and Environment Committee, 9 March 2018 (item 10); report by the Executive Director of Place, submitted.)

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

A report on the strategic review of the Seafield Waste Water Treatment Works which had been commissioned by the Scottish Government was presented to the Committee. The review was published in March 2018 and included a number of recommendations which would help to minimise odour release in the area.

Decision

- 1) To note 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.
- 2) To note that engagement with the local community would inform the Council's response to the consultant's report.
- 3) To note that officers would engage with Scottish Water and Veolia Water to determine how the recommendations made in the review would be assessed, selected and implemented.

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

11. Flooding in Inverleith Park

The Council at its meeting on 21 September 2017 agreed that an investigation should be carried out into the cause of flooding at Inverleith Park. This had taken place and the results of the investigation were reported to the Committee. The report noted that to resolve these issues, works were required to replace some of the drainage pipe system.

Decision

- 1) To note 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.
- 2) To note the outcome of the investigation into the cause of flooding at Inverleith Park and that the cost of the proposed solution amounted to £220,000.
- 3) To note that a bid for capital funding would be put forward during the 2019/20 budget process.

(References – Act of Council No. 12, 21 September 2017; report by the Executive Director of Place, submitted.)

12. Saughton Park and Gardens Restoration

An update was provided on restoration works which were being undertaken at Saughton Park and Gardens. Work commenced in July 2018 and was expected to be completed by August 2018. The gardens were planned to reopen at the end of 2018 with a grand opening event being planned for Summer 2019.

Decision

To note the progress made in delivering the park restoration project.

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

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

On 5 June 2018 the Governance, Risk and Best Value Committee considered a joint report by the Chief Executive and the Executive Director of Resources detailing the Account Commission's assessment of the Council's readiness to confront the growing challenges that lay ahead following its earlier Scotland-wide review of 2016/17 local government financial performance.

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

Decision

To note the report.

(References – Governance, Risk and Best Value Committee, 5 June 2018 (item 8); referral report by the Governance, Risk and Best Value Committee, submitted.)

14. Motion by the Coalition – Traffic Management in Granton Square

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

“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.”

Decision

To refer the motion to the North West Locality Committee for consideration.

Item No 5.1 - Key decisions forward plan

Transport and Environment Committee – 9 August 2018

4 October 2018

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Council Commitments
1.	Electric Vehicle Charging – Investment Case	4 October 2018		Executive Director of Place Lead Officer: Janice Pauwels 0131 269 3575 janice.pauwels@edinburgh.gov.uk	
2.	Public Utility Performance and Road Works Co-ordination 2017-18	4 October 2018		Executive Director of Place Lead Officer: Stuart Harding 0131 329 3704 stuart.harding@edinburgh.gov.uk	
3.	Recycling Facilities in Council Buildings	4 October 2018		Executive Director of Resources Lead Officer: Mark Stenhouse/Susan Brown 0131 329 5961/0131 269 3050 mark.stenhouse@edinburgh.gov.uk / susan.brown@edinburgh.gov.uk	
4.	Decriminalised Traffic and Parking Enforcement Update	4 October 2018		Executive Director of Place Lead Officer: Ewan Kennedy 0131 269 3575 ewan.kennedy@edinburgh.gov.uk	

Item 5.2 - Rolling Actions Log

Transport and Environment Committee

9 August 2018

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	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		Recommended for closure – Report on agenda August 2018 (item 7.15)
2	15 March 2016	Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award	To note that an update report would be submitted to the Committee prior to the start of the Construction Phase.	Executive Director of Place Lead Officer: David Jamieson, Parks and Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	June 2018		Closed – Update report considered by Committee 20 June 2018.

3	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.
4	7 June 2016	George Street Experimental Traffic Regulation Order Concluding Report and Design Principles	To authorise officers to explore the most appropriate procurement options in order to expedite the delivery of the next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	December 2018		An update is included in the Business Bulletin in August 2018, with a report due to be presented to Committee in December 2018. Consultation on the available options will begin shortly.

5	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	October 2018		An update on this is expected in October 2018.
6	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	1) To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	On-going		Officers are continuing to work with Lothian Buses on this and a report will be prepared when their Business Plan has been updated.
			2) To note that Transport for Edinburgh's three-year operational plan would be presented at a future Committee meeting for approval.		On-going		Officers are continuing to work with Transport for Edinburgh on this and a report will be prepared when their Business Plan has been updated.

7	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 was considered by the North West Locality Committee on 19 June 2018.
8	4 September 2017	Edinburgh Tram - York Place to Newhaven Updated Outline Business Case	The Executive Director of Place to: <ul style="list-style-type: none"> • arrange to meet with Transport Scotland to discuss the Edinburgh Tram Extension project 	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	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 		June 2018		This meeting is planned for 8 August 2018.

			<p>Committee to discuss the Edinburgh Tram Extension project</p> <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.
9	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</p>		June 2018	Closed – Report considered by Committee 20 June 2018.

			<p>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>				
10	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.	<p>Executive Director of Place Lead Officer: David Jamieson, Parks, Greenspace and Cemeteries Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk</p>	August 2018		Recommended for closure – Report on agenda August 2018 (item 8.1)
11	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	In respect of improving the Original/Current Traffic Calming Measures in Rosshill Terrace, the issues raised would be passed to the City-Wide or Locality Transport Team to be addressed, a road safety assessment would be considered and whether a report or an update in the Business Bulletin would be brought to the next Committee.		June 2018		<p>Recommended for closure – An update on this action was presented in the North West Locality Committee Business Bulletin on 19 June 2018.</p> <p>It is recommended that future updates are provided to the</p>

							Locality Committee, with an update to Transport and Environment Committee through the Business Bulletin.
12	5 October 2017	Motion by Councillor Booth – Low Cost ways to boost cycle use	To refer the Spokes document describing the competition entries to each Locality Manager (or other relevant section of the Council) with a request that they identify the proposals within their area of responsibility, assess the feasibility of each proposal, undertake the relevant work to take appropriate proposals forward, and report back on a quarterly basis to the relevant locality committee (once formed) and to the Transport and Environment Committee on progress to implement the proposals.	Executive Director of Place Lead Officer: 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.

13	26 October 2017	Motion by Councillor Lang – Dalmeny Station (to Council)	<p>“Council recognises;</p> <p>(a) the problems being faced by those living close to Dalmeny Station because of 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</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	August 2018		<p>Recommended for closure – This is incorporated into the Public Transport Priority Action Plan report in August 2018 (item 7.2).</p>
----	-----------------	--	---	---	-------------	--	---

			officials to engage with Scotrail and Transport Scotland and seeks a report to the Transport & Environment Committee within three cycles. This report should set out an action plan for addressing these issues, including proposals to further maximise sustainable transport options to and from the station along with improved parking arrangements which benefit passengers and local residents.”				
14	7 December 2017	Business Bulletin	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	Closed – 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.
15	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		This report will be presented to Committee in October 2018.
			2) To agree the action plan would be further revised following the first progress report being presented to the Committee in late 2018 to ensure it was a fully integrated e-mobility		December 2018		This report will be prepared for 6 December 2018.

action plan prioritising a modal shift from car to other modes, consistent with the targets in the Council's local transport strategy.

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:

- 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.

The Electric Vehicle Working Group have considered these issues and will incorporate findings in the upcoming Committee report.

16	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.
17	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		This is included within item number 7.2 on the August agenda.
18	9 March 2018	Transport and Environment Committee Business Bulletin	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	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk v.uk	August 2018		Recommended for closure – Report on agenda August 2018 (item 7.13)

to rolling this out across the City;

To note that a further motion, 'Reducing Plastic Bottle Pollution' by Councillor Burgess, approved by the Transport and Environment Committee on 10 August 2017 noted that "plastic bottles are used during Edinburgh council service delivery, including school packed-lunches, and requests a report on ways of reducing this use";

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.				
			2) To agree that a briefing on Low Emission Zones would be provided to members ahead of a report being considered by the Committee.	Executive Director of Place Lead Officer: David Leslie, Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk	August 2018		
19	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		
20	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		Closed – Report considered by Committee 20 June 2018.

21	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		
22	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		
23	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		
24	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 Edinburgh Survey on the awareness amongst residents of the Special Uplifts Service.	Chief Executive Lead Officer: Laurence Rockey, Head of Strategy and Insight			Strategy and Insight is currently considering its approach to the Edinburgh People's Survey in 2018. This question will be considered for inclusion in the next survey.
25	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.				
26	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		Recommended for closure – Report on agenda August 2018 (item 7.10)
28	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</p>	<p>Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk</p>			Closed – these actions have been progressed as outlined.

region, and who, according to his satellite tag, was in woodland near Currie in January 2018, within the Edinburgh Council boundary;

- 2) Notes that Fred's satellite tracker is reported to have suddenly and inexplicably stopped transmitting on 21 January 2018, and then to have mysteriously started transmitting again on 24 January 2018, with a GPS location some 15 miles offshore of St Andrews, Fife.
- 3) Further notes that RSPB Scotland and Raptor Persecution UK regard Fred's disappearance as highly suspicious and believe it is likely that he has been illegally killed;
- 4) Notes that the Golden Eagle is a magnificent and majestic bird and one of the largest birds of prey in the British Isles, notes that it is protected under the Wildlife and Countryside

Act 1981, but notes that nonetheless it has been illegally killed and persecuted in the past;

- 5) Notes that a Scottish Government-commissioned study in 2017 found that 41 of 131 satellite-tagged Golden Eagles had disappeared in suspicious circumstances, most of them at or near to managed grouse moors;
- 6) Notes that the Scottish Government have established a working group with a view to establishing a licensing regime for game-shooting estates;
- 7) Agrees that the suspicious disappearance of Fred is deeply regrettable, and urges anyone with any knowledge of this incident, or any other incidents of possible wildlife crime, to contact Police Scotland on 101 or alternatively call the RSPB's new confidential raptor crime

hotline on 0300 999 0101;

- 8) Agrees that the Council Leader will write to the Cabinet Secretary for the Environment expressing the council's grave concern at this incident, asking her to outline a timetable for the introduction of the licensing of game-shooting estates; offering the council's cooperation with any such licensing regime, and offering the council's support for consideration of stiffer penalties for wildlife crime;
- 9) Agrees to refer the matter to the Pentland Hills Regional Park Joint Committee, to ask them to consider writing to landowners in the region highlighting this incident and encouraging them to report any suspicious activity to Police Scotland or the RSPB."

28	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 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</p>		On-going		
----	---------------	--	---	--	----------	--	--

			<p>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 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</i>				
--	--	--	--	--	--	--	--

			<p><i>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>				
29	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 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.	Executive Director of Place Lead Officer: David Leslie, Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk	August 2018		An update is included in the Business Bulletin in August 2018.
30	17 May 2018	Rolling Actions Log	1) To agree that the report requested in action 35 (reducing single-use plastics) 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		Recommended for closure – Report on agenda August 2018 (item 7.13)
			2) To agree that an updated rolling actions log would be submitted to the additional meeting of the committee in June 2018.		June 2018	Closed – an updated rolling actions log was submitted to Committee on 20 June 2018.	

31	17 May 2018	Business Bulletin	To agree that the timeline for Local Transport Strategy would be circulated to the Committee.	Executive Director of Place			
32	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	October 2018		
			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		Recommended for closure – Report on agenda August 2018 (item 7.6)
33	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	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	August 2018		Recommended for closure – Report on agenda August 2018 (item 7.5)

			implementing such a 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.				Closed – for noting only.
34	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		Included in business bulletin August 2018. An update report will be provided August 2019.
35	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 update providing this	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	August 2018		Recommended for closure – this was covered in the June Committee report.

			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.				Recommended for closure – this was covered in the report to Committee in June 2018.
			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.				Recommended for closure – noted and agreed.
			4) To agree that while				

			<p>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.</p>				
36	17 May 2018	Decriminalised Traffic and Parking Enforcement in Edinburgh	<p>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 and others, and to</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	October 2018		

			agree that similar measures should be introduced in Edinburgh.				
			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: 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.				
37	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			Recommended for closure – TRO amended and now made.
			2) To agree to set aside the representations to the TRO and to make the remainder of the Order as advertised.				Recommended for closure – TRO now made.
			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.				Recommended for closure – Representations have been passed to Scottish Ministers.
			4) To agree to undertake traffic monitoring of		Summer 2019		

				these changes and report back to committee 6 months after opening, via the business bulletin.				
38	17 May 2018	Objections to the Traffic Regulation Order (TRO/17/73) – Parking in the Dumbiedykes and Pleasance Areas	<ol style="list-style-type: none"> 1) To set aside the objections received. 2) To make the Traffic Regulation Order as advertised. 	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	May 2018	June 2018	Closed – the TRO has been made.	
39	17 May 2018	Developing Low Emission Zones in Edinburgh	<ol style="list-style-type: none"> 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 	<p>Executive Director of Place Lead Officer: David Leslie, Service Manager and Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk</p>		June 2018	Closed – agreed at Committee.	

			<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</p>				<p>Recommended for closure – Report on agenda August 2018 (item 7.8)</p>

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.			
40	17 May 2018	Urban Gull Control Options	<ol style="list-style-type: none"> 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. 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. 	Executive Director of Place Lead Officer: Robbie Beattie, Scientific Bereavement & Registration Senior Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk		Closed – Report has been referred to the relevant Committees.

41	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 August 2018.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 529 5844 gareth.barwell@edinburgh.gov.uk	August 2018		Recommended for closure – Report on agenda August 2018 (item 8.2)
42	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 here 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 	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	August 2018		Recommended for closure – Report on agenda August 2018 (item 7.6)

			<p>encouraged officers to examine a more 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>				
43	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>				
44	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>				
--	--	--	---	--	--	--	--

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;

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;

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>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>				
45	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) – Objections to Traffic Regulation	<p>1) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace</p>	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>			<p>Recommended for closure – letter submitted to Scottish Government.</p>

		Order and Redetermination Order	<p>and Morrison Street.</p> <p>2) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.</p>				
46	20 June 2018	Roads Capital Investment Programme – Update	<p>To agree to the method of consultation outlined in paragraphs 3.22 – 3.26 of the report with the following amendment: ‘that officers would consult with representatives of active travel organisations once a year to discuss the list of forthcoming carriageway and footway schemes and to agree which of those schemes which would be the subject of further detailed design consultation with those groups. A report would be submitted at the October 2018 Transport and Environment Committee meeting outlining stakeholders, expected outcomes and areas to be discussed.</p>	<p>Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk</p>	October 2018		

47	28 June 2018	Motion by Councillor Whyte – Public Drinking Water (to Council)	<p>“1) Notes the widespread public concern over pollution caused by plastics and the actions the Council and others are taking to reduce and recycle plastic, in particular through the use of reusable drinking bottles which avoid plastic waste.</p> <p>2) notes that there is a report being brought forward to the Transport & Environment Committee in August, currently titled Reducing Plastic Bottle Pollution, which will deal with the many facets of this issue, including the provision of water bottle refill points.</p> <p>3) recognises the timing difficulties in provision of public drinking fountains before the summer Festivals this</p>				<p>Recommended for closure – Report on agenda August 2018 (item 7.13)</p>
----	--------------	---	---	--	--	--	--

year but recognises the significant role that the Council may have on the numbers of plastic bottles used in Edinburgh through similar measures.

4) recognises the role that other organisations can play in the city including, for example, the University of Edinburgh which is, commendably, expanding the number of water fountains on their campus to approximately 200 in the course of the next 18 months.

5) instructs officers to include discussion and recommendations on the provision of water fountains as part of the August report to the Transport & Environment Committee.”

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Dean of Guild Room, 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 Eleanor Bird Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key</p>	<p>Alison Coburn Senior Executive Assistant 0131 529 3149</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Rachel Gentleman Committee Services 0131 529 4085</p>

Recent news	Background
<p>Phase 3 Tram Cycle Safety Improvements Project</p> <p>A report to the Transport and Environment Committee on 5 October 2017 outlined proposals to implement changes at various locations along the tram route to improve safety for cyclists. Implementation of these was to be undertaken in four phases, based on the relative scale and complexity of the different interventions that were proposed.</p> <p>As reported in a Business Bulletin on 1 March 2018, Phase 1 was successfully delivered in October/November</p>	<p>For further information contact:</p> <p>Martyn Lings, Transport Officer, Active Travel, Place - Development on 0131 469 3776 or martyn.lings@edinburgh.gov.uk</p>

2017. Phase 2 was subsequently implemented in March/April 2018. Both phases were accompanied by media campaigns aimed at drivers and cyclists.

Public and stakeholder consultation for Phase 3 was also undertaken in March/April 2018 and this returned a majority in support of the proposals. Two potential options were proposed for the junction of Grosvenor Street and West Maitland Street:

1. Prohibiting entry into Grosvenor Street for northbound motor vehicles; or
2. Retaining entry but locally narrowing the width of the street.

The majority of those who responded supported prohibiting entry. However further traffic modelling will be required to examine the potential impacts of this on the surrounding road network, prior to taking any final decision to proceed with this option.

Due to ongoing major road works in this area, traffic surveys needed to support this modelling cannot be undertaken until September and, if a decision is then taken to prohibit entry, this would require the promotion of a Traffic Regulation Order. Consequently, delivery of this proposal will not be possible until after the remainder of Phase 3.

The original aim of delivery of Phase 3 in autumn 2018 has also had to be revised to winter 2018/19, due to the lengthy consultations that have been required with the public, stakeholders and technical teams at the Council and Edinburgh Trams. The proposals are currently being progressed through the statutory legal processes required to make the proposed changes.

Phase 4, which consists of a review of the west end junction, will form part of the Edinburgh City Centre Transformation Project.

Community Links PLUS Active Travel projects

A report to the Transport and Environment Committee on 5 October 2017 noted the success of two City of Edinburgh Council active travel projects in securing funding as part of the Sustrans Community Links PLUS competition.

For further information contact:

Martyn Lings, Transport Officer,
Active Travel,
Place - Development on
0131 469 3776 or

Community Links PLUS is run by Sustrans Scotland and funded by the Scottish Government. It aims to fund inspirational examples of high-quality infrastructure to restore the balance of Scotland's streets in favour of people walking and cycling.

martyn.lings@edinburgh.gov.uk

The **Meadows to George Street** project proposes a direct cycle link from the QuietRoutes network in the Meadows into the heart of the city. This route will be integrated with improved conditions for pedestrians, creating a safe, coherent and attractive route through the city centre and along Forrest Road, George IV Bridge, the Mound and Hanover Street.

AECOM, in partnership with landscape architect OPEN, has been appointed as consultant to the City of Edinburgh Council to assist in the development of this project. The project was formally launched on 20 June 2018 via a press release, coinciding with the activities of Clean Air Day on 21 June 2018.

Businesses along the corridor have been notified of the project through informal face-to-face calls by City of Edinburgh Council, AECOM and Sustrans staff. Through these calls and via flyers, they have been encouraged to sign up for email updates, as well as to comment on what they think of the route currently and what improvements they would like to see using the 'Placecheck' tool. The flyers were also handed to members of the public during Clean Air Day activities, with an immediate response via Placecheck resulting in 100+ comments over the first week alone. A project website has been established.

A drop-in workshop to provide details of the project and seek engagement with Council officers took place on 11 July 2018, and further on-street public engagement took place in w/e 21 July 2018 to gain further public input ahead of the Placecheck tool being closed at the end of July.

Engagement with businesses and key stakeholder organisations will commence in early August and run through to 21 September 2018, after which all consultation inputs will be reviewed ahead of design work commencing.

The **West Edinburgh Active Travel Network** proposes to transform cycling and walking access **to** and **within** the largest business district in Edinburgh outside of the city centre. This project would see one of Scotland's most

significant business parks transformed into an exemplar, people-friendly place with high quality active travel links to surrounding communities and key destinations. The core of the plans is the creation of attractive, direct and convenient cycling and walking routes linking the major business district of South Gyle/Edinburgh Park to residential areas to the north and south.

AECOM has been appointed as consultant to the City of Edinburgh Council to assist in the development of this project.

Immediate activity in July subsequent to this appointment has concentrated on the review of the proposed route to develop a clear draft set of objectives and requirements referring to the various parts of the route, and carrying out site investigation work. On completion of this activity, design optioneering will be undertaken for both pedestrian and cycle routes and also for landscaping through July and early August.

This will allow engagement and consultation on initial options and proposals to be undertaken from mid-August through September with the public, businesses and key landowners.

Update on business support measures in response to citywide ban on temporary on-street advertising structures

General engagement and support

A 'Business Promotion' drop-in event was held on 26th June to provide advice and share ideas about options for alternative means of signage, shopfront design and maximising opportunities for online promotion. The event also included information about shopfront improvement grants for premises in the World Heritage Site and advice on licensing requirements. All businesses across the city were invited by letter. A one-stop shop webpage has also been created to provide information on the ban which links to relevant guidance and business support.

For further information contact:

Ruth White,
Senior Planning Officer
Tel: 0131 529 6475
ruth.white@edinburgh.gov.uk

Walking tours

At the end of June Police Scotland issued formal correspondence to the Council recommending that street clutter in the busiest city centre locations be cleared before the start of the Festival due to significant safety concerns. Police Scotland noted that this included advertising structures and in particular, the enclosed box structures associated with walking tours on the Royal Mile. These recommendations were reiterated by the Council's Public Safety team.

Walking tour operators were informed of this situation and meetings were undertaken to discuss temporary short-term measures to mitigate against the loss of their advertising structures, with particular focus on providing support through the Festival. The measures were focussed around a) providing means of advertising the tours and b) providing means of identification for meet-points. Measures were suggested in discussion with tour operators, Police Scotland and the Council's Roads, Public Safety and Planning teams and include:

- Hand held signage
- Moveable plinths with advertising and meet-point identification (to be manned at all times and removed at the end of each day)
- Signage affixed to bollards and ground-based banner poles (to be removed at the end of each day)

It was agreed that these and other potential measures would be trialled and reviewed at appropriate intervals, with the opportunity to refine them and extend timescales for their use providing that they are having no adverse impacts.

The principle of one or a series of permanent pole-mounted flat signs for all operators to advertise their tours together was also discussed with operators. These discussions are ongoing and there has been some positive feedback from a number of tour operators already. Input is also being sought from a number of relevant Council services before matters associated with the design and location of the signage can be agreed. Collaboration

between four operators will be key to the success of this option. (***this will be updated before Committee***)

Businesses down closes

Existing wall-mounted and hanging signage at Advocates and Warriston's Close is the preferred option for formalising signage for businesses down closes. A detailed audit of the closes has been undertaken to inform direct engagement with affected businesses. Discussions with Edinburgh World Heritage to align with the Twelves Closes project are ongoing.

Support measures for other types of business premises

The Council's Guidance for Businesses provides detailed advice on signage and shopfront design which offers support to businesses in determine the best ways to advertise and enliven their premises. The Guidance also includes specific guidance for premises in listed buildings and conservation areas, and for those located in basements and of a domestic character.

George Street and First New Town Redesign

The [George Street and First New Town redesign](#) is progressing, with stakeholder consultation recently completed. The results will be used to information options which will be published shortly. More active consultation with stakeholders, Elected Members and the public will take place following publication of the options.

For further information contact:

[Anna Herriman](#)

Partnership and
Information Manager

Tel: 0131 469 3853

Waverley Masterplan

Following dialogue between Scotrail, Network Rail and Transport Scotland, a partnership has been established to develop a new Masterplan for Waverley station. It is recognised by all partners that while welcome investment in the station has recently taken place, a new long term vision is required to fulfil the station's role as one of Scotland's major gateways. This would address issues of services for the travelling public, ancillary issues such as taxi and onward connection services, commercial

For further information contact:

[Will Garrett](#)

Team Manager

Tel: 0131 469 3636

opportunities, and the day to day management and servicing of the station in its wider environment. A brief for consultancy services was issued by Network Rail and the successful tenderer is to be announced shortly. Regular updates on the progress of the work will be reported to Committee.

Leith Street

Leith Street reopened to all traffic on Saturday 28 July, following extensive works to create a much more accessible and people-friendly thoroughfare. The project, carried out on the Council's behalf by Laing O'Rourke and THRE as part of the Edinburgh St James development, has resulted in:

- Significantly increased footway area – up 33% to 2660m² and crossing points nearly double their previous width
- Improved footway widths along the full length of Leith Street and better pedestrian access into Calton Road
- High quality footway materials to enhance the streetscape
- Reduced carriageway area – down by 25% to 4395m²
- Formerly a dual carriageway with a central reservation and different carriageway heights, Leith Street is now all one level and fully permeable, with four primary crossing points and a new signalised crossing point at Calton Road
- More than 100m of two-way, segregated cycleway installed to date. When the new Picardy Place layout is in place and once the outstanding Redetermination Order is confirmed to enable this Leith Street section to open (at the southbound end initially, until the new Picardy Place layout is in place), cycle provision in the area will be greatly improved with more than 630m of high quality, segregated cycleway connecting Leith Street, York Place and the southern end of Leith Walk
- Larger bus stops, with improved waiting areas for passengers
- More than 340m of guardrail removed

The entrance to Calton Road is currently closed to vehicles and is due to reopen later this month.

For further information contact:

Ewan Kennedy

Policy and Planning
Manager

Tel: 0131 469 3575

Leith Street's reopening marks the completion of the first stage in a significant programme of improvement linked to the redevelopment of the St James Centre.

Forthcoming activities:

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Updated Pedestrian Crossing Prioritisation 2018/19

Item number	7.1
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	16

Executive Summary

This report provides an updated pedestrian crossing priority list and reports back on consultations undertaken for locations approved in the previous report to the Transport and Environment Committee meeting on 10 August 2017.

Updated Pedestrian Crossing Prioritisation 2018/19

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the updated pedestrian crossing priority list for 2018/19 as per Appendix 1;
 - 1.1.2 notes the locations identified through Section 75 funding and schemes being progressed as part of larger projects in Appendix 2;
 - 1.1.3 notes the locations that did not meet the priority list criteria in Appendix 3; and
 - 1.1.4 notes the results of the public consultations (Appendix 4).

2. Background

- 2.1 In accordance with the decision made by the former Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled “Pedestrian Crossing Prioritisation Process” which set out the priority system for evaluating potential pedestrian crossing locations; this report provides an annual update on the pedestrian crossing priority list. The Road Safety Plan for Edinburgh to 2020 states that we will identify if new installations are required, which is carried out via the aforementioned process. The construction of pedestrian crossings encourages active travel. Edinburgh’s Local Transport Strategy 2014–2019 states one of the Councils objectives ‘To increase the number of walking trips by making walking a more attractive, safe and convenient means of travel for short trips’. At Transport and Environment Committee on 4 June 2013, the weighting was amended slightly to ensure that rural areas were not disadvantaged by the process as naturally there are lower numbers of pedestrians. The assessments are carried out and prioritised as they are received, and therefore the number of proposed crossings and total number of assessments will vary from ward to ward.

3. Main report

Pedestrian crossing priority list

- 3.1 The previous pedestrian crossing priority list (approved by Transport and Environment Committee on 10 August 2017) consisted of 42 locations, as listed in Appendix 1.

- 3.2 The base data which is used to assess if a location is suitable for a crossing is known as the PV² value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7am to 10am and 3pm to 6pm, and avoiding any school holidays or other factors which may skew results. This base PV² value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of personal injury collisions involving pedestrians and the number of trip-attractors such as schools, doctors' surgeries, shops etc.
- 3.3 A location with an adjusted PV² value of 1 or higher (2 or higher on a dual carriageway) would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, refuge island or pavement build-outs. If a very low PV² value is achieved no additional crossing facilities may be recommended. Appendix 5 is a flow diagram which details the steps carried out in a pedestrian crossing assessment. This process is only used for the provision of stand alone pedestrian facilities, such as puffin crossings and pedestrian islands; it does not apply to the provision of pedestrian phases at existing traffic signal controlled junctions.
- 3.4 Since May 2017 a total of 60 locations have been assessed. Twenty-three of these met the criteria for additional pedestrian facilities and have been added to the priority list for construction. Of these, eight have met the criteria for the installation of a signalised crossing.
- 3.5 Two crossing facilities have been constructed and therefore removed from the priority list.
- 3.6 Five previously approved locations will be delivered as part of larger schemes being carried out by other Council departments. These locations, which are outlined in more detail below, have been removed from the priority list and are listed in Appendix 2.
- 3.7 The updated priority list now contains 58 locations.
- 3.8 Thirty-seven of the locations assessed did not meet the criteria or are otherwise deemed unsuitable for crossing improvements. These locations are listed in Appendix 3.
- 3.9 We currently aim to deliver around 10-12 crossing improvements per year and estimated timescales for the provision of each crossing are provided in the crossing priority list.
- 3.10 It should be noted that issues may arise from consultation or as part of the Traffic Regulation Order process that mean the proposed designs have to be altered and that this can alter construction timescales. Should any location fall back into the following year's construction programme, replacement locations will be brought forward wherever possible.
- 3.11 Over the last two years, delivery of the pedestrian crossing priority list has not been progressing in line with the projected timescales due to structural changes within

the service. This was noted at Committee in August 2017 and it was agreed that external consultants would be procured to progress this programme. External consultants have since been appointed and we currently anticipate that six further pedestrian crossing improvements will be delivered before the end of the 2018 calendar year.

- 3.12 A controlled pedestrian crossing facility on South Bridge at Drummond Street has been completed and removed from the priority list.
- 3.13 A pedestrian refuge island has been constructed on Chesser Avenue at Chesser Grove and removed from the priority list.
- 3.14 Designs and consultations have been carried out for proposed pedestrian crossing improvements at the following locations: Marionville Road, East Fettes Avenue, London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street.
- 3.15 Full consultation results comprising of respondent numbers and responses to comments raised during the consultation period for Marionville Road and East Fettes Avenue can be found in Appendix 4.
- 3.16 The comments raised during the consultations held recently for proposed improvements at London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street are currently being considered, however respondent numbers are shown in Appendix 4.
- 3.17 A design and consultation has been carried out with statutory consultees on proposals to upgrade existing refuge islands at Ratcliffe Terrace, north of Grange Loan and Lasswade Road, north of Liberton Hospital. No comments have been received.
- 3.18 A preliminary design has been completed for a signalised crossing on Corstorphine Road at Kaimes Road and it is proposed that a public consultation on the proposals will be carried out after the summer holiday period.
- 3.19 Pedestrian crossings not identified through the approved process that have secured funding via Section 75 are listed in Appendix 2. These will be delivered by the Road Safety team in addition to the approved priority list.
- 3.20 It is expected that the proposed pedestrian refuge island on Myreside Road at Footbridge will be completed as part of a school improvement scheme by George Watsons, and therefore has been removed from the priority list and listed in Appendix 2.
- 3.21 The proposed pedestrian crossing improvements at two locations on South Gyle Crescent; the first, south of the Redhaughs Avenue junction and the second, south of the roundabout at South Gyle Access, will be completed as part of a wider Active Travel Scheme. Both locations have been removed from the priority list and listed in Appendix 2.

- 3.22 The proposed pedestrian crossing improvements at Grosvenor Crescent at Palmerston Place will be delivered as part of the City Centre West to East Cycle Link, and has therefore been removed from the priority list and listed in Appendix 2.
- 3.23 As previously reported to Committee in August 2017, the proposed pedestrian crossing facilities on Ocean Drive continue to be on hold, pending a decision on the tram extension.
- 3.24 The North West Neighbourhood Partnership has identified £20,000 towards a pedestrian crossing facility at Bo'ness Road, adjacent to Echline Primary School. They are currently seeking additional funds to design and construct this scheme. Once funding is secured, this will be progressed in addition to the approved priority list.

4. Measures of success

- 4.1 Pedestrian crossing facilities are provided at locations across the city which have been assessed as having the greatest demand and difficulty experienced by pedestrians. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.

5. Financial impact

- 5.1 It is expected that we will spend around £200,000 from the 2018/19 capital road safety budget of £600,000 to introduce crossing facilities at locations from the priority list.

6. Risk, policy, compliance and governance impact

- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network where all users are safe from the risk of being killed or seriously injured. In the Plan, a number of interventions have been developed for pedestrians, including the provision of new crossings, to enable more people to walk greater distances safely and reduce conflict at key points.

7. Equalities impact

- 7.1 The new pedestrian crossing priority list will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the consultation and design process.

8. Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking, reduce vehicle use and lower carbon emissions.

9. Consultation and engagement

- 9.1 Consultation will be carried out at the proposed locations on the pedestrian crossing construction list once approval has been granted and a design has been produced. The results of the consultations on the proposed facilities on Marionville Road, East Fettes Avenue, London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street are included in Appendix 4.

10. Background reading/external references

- 10.1 Background Paper - Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled "Pedestrian Crossing Prioritisation Process"
http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Network

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

11. Appendices

- 11.1 Appendix 1 - Updated Pedestrian Crossing Priority List
11.2 Appendix 2 - List of crossings being progressed by other means
11.3 Appendix 3 - List of locations which failed to meet priority list criteria
11.4 Appendix 4 – Results of Consultations
11.5 Appendix 5 - Pedestrian Crossing Assessment Process

**Appendix 1
Updated Priority List**

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
Previously Approved Sites from August 2017 Committee					
1	London Street at Drummond Place	Dec-12	1.48	Various crossing options to be designed and consulted on. Construction dependant on implementation of TRO.	2018/19
2	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	Apr-14	0.504	Pedestrian island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.	2019/20
3	Pilrig Street at Cambridge Avenue	Apr-14	0.32	Pedestrian island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.	2019/20
4	Ocean Drive - Between exit from BHS and Roundabout	Oct-14	1.3698	Signallised crossing. On hold depending on tram extension.	Unknown
5	Costorphine Road (A8) at Kaimes Road	Oct-09	2.81	Signalised crossing to be designed and consulted on.	2019/20
6	St Johns Place at Elbe Street	May-15	0.4392	Pedestrian island to be designed and consulted on. Construction dependant on implementation of TRO.	2018
7	South Gyle Broadway at Roundabout	May-15	1.1495	Signalised crossing to be designed and consulted on.	2018
8	Marionville Road at Wishaw Terrace	May-15	0.568	Various crossing options to be designed and consulted on.	2018
9	Ratcliffe Terrace at South island at BP garage	May-15	0.4023	Upgrade pedestrian refuge island	2018
10	West Granton Road to the east of Granton Mains East	May-15	3.6662	Various crossing options to be designed and consulted on.	2018
11	Gilmerton Dykes Street at Bus Terminus	May-15	0.4895	Pedestrian refuge island to be designed and consulted on.	2018/19

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
12	Lanark Road West at Stewart Road	May-15	0.8922	Various crossing options to be designed and consulted on.	2018/19
13	Crewe Road South at Comely Bank roundabout	May-15	0.7891	Pedestrian refuge island upgrade to be designed and consulted on.	2018/19
14	Fettes Avenue at Comely Bank Road at existing D island	Nov-15	1.7454	Controlled crossing to be designed and consulted on. - Include as part of AIP scheme	2018/19
15	North West Circus Place at junction with Royal Circus	Nov-15	0.5446	Various crossing options to be designed and consulted on.	2018/19
16	Gilmerton Dykes Street at Gilmerton Dykes Crescent for access to shops	Nov-15	0.3876	Pedestrian refuge island to be designed and consulted on.	2018/19
17	Great King Street (west end towards St Vincent St)	Nov-15	0.4055	Various crossing options to be designed and consulted on.	2018/19
18	Restalrig Road at Ryehill Terrace	Nov-15	0.3518	Various crossing options to be designed and consulted on.	2018/19
19	Lasswade Road at Little Learners Nursery (Existing Double D)	Nov-15	0.6633	Pedestrian refuge island upgrade to be designed and consulted on.	2018
20	Corbiehill Road at Junction with Main Street	Nov-15	0.3031	Pedestrian refuge island to be designed and consulted on.	2019/20
21	Torphichen Street - centred on existing drop crossing near corner.	Nov-15	0.4021	Various crossing options to be designed and consulted on.	2019/20
22	Yeaman Place at its junction with Dundee Street	May-16	1.869	Various crossing options to be designed and consulted on.	2019/20
23	Craiglockhart Avenue at existing traffic island north of Craiglockhart Drive North.	May-16	0.425	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
24	Albion Road at Albion Place	May-16	0.46	Pedestrian refuge island to be designed and consulted on.	2019/20

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
25	Ashley Terrace at Shaftesbury Park	Sep-16	0.85	Pedestrian refuge island upgrade and improvements to be designed and consulted on.	2019/20
26	Colinton Road at Craiglockhart Park	Sep-16	0.606	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
27	Lanark Road opp South end of Kingsknowe Playing Fields	Oct-16	0.37	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
28	Telford Road at Forthview Terrace (both sides of the junction)	Apr-17	0.553	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
29	Whitehouse Road east of Lawhouse Toll	Apr-17	0.319	Various crossing improvements to be designed and consulted on.	2020/21
30	Clermiston Road at Clerwood Park	Apr-17	0.329	Various crossing options to be designed and consulted on.	2020/21
31	Grassmarket Zebra	Apr-17	4.708	Controlled crossing to be designed and consulted on.	2020/21
32	Telford Road at Telford Place	Apr-17	0.505	Pedestrian refuge island upgrade to be designed and consulted on.	2020/21
33	Queensferry Road East of Buckingham Terrace	May-17	1.469	Controlled crossing to be designed and consulted on.	2020/21
34	The Loan, South Queensferry (North of Loch Road)	Apr-17	0.313	Various crossing options to be designed and consulted on.	2020/21

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
35	Gorgie Road East of Number 511	Apr-17	2.855	Controlled crossing to be designed and consulted on.	2020/21
New Sites Added from Assessments					
36	Moredun Park Road at path leading to school from shops	Oct-17	0.771	Various crossing options to be designed and consulted on.	2020/21
37	Newcraighall Road - Fort Kinnaird roundabout east leg	Oct-17	1.308	Controlled crossing to be designed and consulted on.	2020/21
38	Albany Street at Dublin Street	Oct-17	0.681	Various crossing options to be designed and consulted on.	2020/21
39	Longstone Road at Longstone Gardens	Oct-17	0.634	Various crossing options to be designed and consulted on.	2020/21
40	Bernard Terrace at St Leonard's Street	Oct-17	1.899	Controlled crossing to be designed and consulted on.	2020/21
41	Saughton Road North at south end of WhinPark Medical Centre	Oct-17	0.309	Various crossing options to be designed and consulted on.	2021/22
42	Slateford Road - Hutchison Crossway at Appin Place	Oct-17	2.352	Controlled crossing to be designed and consulted on.	2021/22
43	Ferry Muir Road	Oct-17	0.579	Various crossing options to be designed and consulted on.	2021/22
44	East London Street - Roundabout arm	Oct-17	1.043	Controlled crossing to be designed and consulted on.	2021/22

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
45	Annadale Street NW - Roundabout arm	Oct-17	0.332	Various crossing options to be designed and consulted on.	2021/22
46	Annadale Street SE - Roundabout arm	Oct-17	1.72	Controlled crossing to be designed and consulted on.	2021/22
47	Chapel Street at W Nicolson St - at existing island	Oct-17	4.143	Controlled crossing to be designed and consulted on.	2021/22
48	Crichton Street - George Square	Oct-17	0.455	Various crossing options to be designed and consulted on.	2021/22
49	Liberton Brae - Orchardhead Road/Tower Mains junction	Mar-18	0.447	Various crossing options to be designed and consulted on.	2021/22
50	Duddingston Park - existing island adjacent to Durham Place Lane	Mar-18	0.589	Pedestrian refuge island upgrade to be designed and consulted on.	2021/22
51	Marchmont Road - at Marchmont Crescent junction	Mar-18	1.094	Controlled crossing to be designed and consulted on.	2021/22
52	Colinton Mains Drive - bus stop SW from Oxfords Road North junction and Colinton Road	Mar-18	0.442	Various crossing options to be designed and consulted on.	2021/22
53	Newcraighall Road - Fort Kinnaird roundabout west leg	Mar-18	1.457	Controlled crossing to be designed and consulted on.	2022/23
54	Learmonth Terrace (existing island) at Queensferry Road junction	Mar-18	0.694	Pedestrian refuge island upgrade to be designed and consulted on.	2022/23

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
55	Comiston Road just north of Riselaw Crescent	Mar-18	0.526	Pedestrian refuge island upgrade to be designed and consulted on.	2022/23
56	Polwarth Crescent / Yeaman Place	Mar-18	0.456	Various crossing options to be designed and consulted on.	2022/23
57	Henderson Row - East of Saxe Coburg Terrace	Mar-18	0.338	Various crossing options to be designed and consulted on.	2022/23
58	Ashley Terrace at Cowan Road	Mar-18	0.516	Various crossing options to be designed and consulted on.	2022/23

Appendix 2

List of crossings being progressed by other means

LOCATION	Crossing Type and Current Status	Means of delivery
Myreside Road at Footbridge	Various crossing options being considered.	George Watsons school improvement scheme
South Gyle Crescent, 150m south of junction with Redheughs Avenue	Various crossing options being considered.	Active Travel Community Links Plus project
South Gyle Crescent south of roundabout with South Gyle Access at entry to Tesco bank	Various crossing options being considered.	Active Travel Community Links Plus project
Milton Road East at Brunstane Road (existing D)	Pedestrian refuge island upgrades and junction alteration.	Routes to school by Children and Families
Grosvenor Crescent at junction with Palmerston Place	Various crossing improvements being considered.	City Centre East West Cycle Link
Buckstone Terrace	Signalised crossing	Developer Contribution
Queensferry Road, Kirkliston	Signalised crossing	Developer Contribution
Newbattle Terrace	Signalised crossing	Developer Contribution
Gilmerton Road/ Drum Street	Various crossing improvements being considered.	Developer Contribution

**Appendix 3
Locations Which Failed to Meet the Priority List Criteria**

LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV ²	Current Status
			Children >15% (% plus 100)/115)	Elderly & Disabled >15% (% plus 100)/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1+ (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
Locations Which Failed to Meet the Priority List Criteria																	
Johnsburn Road Balerno o/s Larchfield Sheltered Housing	0.01019	26/10/2017	1.148	1	1	1	1	1	1	1	1	1	1	1	1.4	0.016	Low score, failed to meet criteria (>0.3)
Craighall Road at Starbank Road	0.088481	24/10/2017	1	1	1	1	1	1.5068493	1	1.1	1	1	1	1	1.4	0.205	Low score, failed to meet criteria (>0.3)
Brunswick Road at East Montgomery Place	0.050355	24/10/2017	1	1	1	1	1	1.2328767	1	1	1	1	1	1	1	0.062	Low score, failed to meet criteria (>0.3)
Kirk Brae between Orchardhead Road and Double Hedges Road	0.135589	26/10/2017	1	1	1	1	1	1.1232877	1	1.1	1	1	1	1.25	1	0.209	Low score, failed to meet criteria (>0.3)
Rannoch Road at Clemiston Road	0.000569	24/10/2017	1	1	1	1	1	1	1	1	1	1	1	1	1	0.001	Low score, failed to meet criteria (>0.3)
Falkland Gardens at Clermiston Road	0.00141	25/10/2017	1.087	1	1	1	1	1	1	1	1	1	1	1.25	1	0.002	Low score, failed to meet criteria (>0.3)
Clermiston Road between Rannoch Road and Falkland Gardens	0.072214	25/10/2017	1.026	1	1	1	1	1.6438356	1	1.1	1	1	1	1	1.4	0.188	Low score, failed to meet criteria (>0.3)
Craigcrook Road adjacent to Blackhall Primary School. To include Strachan Road	0.092705	24/10/2017	1.174	1	1	1	1	1.5068493	1	1.1	1	1	1	1	1.4	0.253	Low score, failed to meet criteria (>0.3)
Bo'ness Road outside of the primary school	0.062018	31/10/2017	1.313	1	1	1	1	1.2328767	1	1.1	1	1	1	1	1	0.110	Low score, failed to meet criteria (>0.3)
Huntingdon Place - Roundabout arm	0.000592	24/10/2017	1	1	1	1	1	1	1	1	1	1	1	1.25	1	0.001	Low score, failed to meet criteria (>0.3)

LOCATION			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
Hopetoun Crescent - Roundabout arm	0.00657	24/10/2017	1	1	1	1	1	1.1643836	1	1	1	1	1	1	1.4	0.011	Low score, failed to meet criteria (>0.3)
North Fort Street - outside the nursery	0.005773	20/03/2018	1.165	1	1	1	1	1.369863	1	1	1	1	1	1	1	0.009	Low score, failed to meet criteria (>0.3)
Mayfield Road - South end, approx 100m north of Liberton Brae junction	0.112784	20/03/2018	1	1	1	1	1	1.5342466	1	1	1	1	1	1.25	1	0.216	Low score, failed to meet criteria (>0.3)
Lanark Road West - adjacent to Cherry Tree path	0.079852	22/03/2018	1	1	1	1	1	1.0547945	1	1.1	1	1	1	1	1	0.093	Low score, failed to meet criteria (>0.3)
Stirling Road - adjacent to school and Allan park road	0.08173	29/03/2018	1.27	1	1	1	1	1	1	1	1	1	1	1	1	0.104	Low score, failed to meet criteria (>0.3)
Ferry Muir retail park - existing zebra crossing upgrade adjacent to Burger King	0.106571	27/03/2018	1.009	1	1	1	1	1	1	1	1	1	1	1.25	1	0.134	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Oxgangs Hill - adjacent to Cockmylane	0.004715	27/03/2018	1.07	1	1	1	1	1	1	1	1	1	1	1	1	0.005	Low score, failed to meet criteria (>0.3)
Queensferry Road at Hillpark Steps	0.033617	27/03/2018	1	1	1	1	1	2	1	1	1.2	1	1	1	1	0.081	Low score, failed to meet criteria (>0.3)
Glenlockhart Road - between Lockhart Court and Glenlockhart Bank	0.021691	27/03/2018	1	1	1	1	1	1.4109589	1	1	1	1	1	1	1	0.031	Low score, failed to meet criteria (>0.3)
Balcarres Street - outside 41 (new development)	0.023472	27/03/2018	1	1	1	1	1	1.5068493	1	1	1	1	1	1	1.4	0.050	Low score, failed to meet criteria (>0.3)
B800 @ The Orchard Nursery, Kirkliston	0.009941	27/03/2018	1.061	1	1	1	1	1.1506849	1	1	1.2	1	1	1.25	1	0.018	Low score, failed to meet criteria (>0.3)
Path Brae @ the church square, Kirkliston	0.024697	27/03/2018	1	1	1	1	1	1.0684932	1	1	1	1	1	1	1	0.026	Low score, failed to meet criteria (>0.3)
Oxford Terrace at Queensferry Road junction	0.038712	22/03/2018	1	1	1	1	1.1	1.3013699	1	1	1	1	1	1	1	0.055	Low score, failed to meet criteria (>0.3)
Riccarton Mains Road (south leg of roundabout @ Bryce Road)	0.091781	27/03/2018	1.496	1	1	1	1	1	1	1	1	1	1	1	1	0.137	Low score, failed to meet criteria (>0.3)

LOCATION			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
Orchard Road - between Orchard Terrace and Orchard Place	0.008986	22/03/2018	1.13	1	1	1	1	1.4383562	1	1.1	1	1	1	1	1	0.016	Low score, failed to meet criteria (>0.3)
Ladywell Road - adjacent to Dunsmuir Court	0.084319	27/03/2018	1	1	1	1	1	1.5890411	1	1	1	1	1	1	1.4	0.188	Low score, failed to meet criteria (>0.3)
West Granton Road @ Granton Park Avenue	0.080296	20/03/2018	1	1	1	1	1	1.5890411	1	1.1	1	1	1	1	1	0.140	Low score, failed to meet criteria (>0.3)
Cluny Gardens between Midmar Avenue and Oswald Road	0.065874	27/03/2018	1	1	1	1	1	1.1780822	1	1	1	1	1	1.25	1	0.097	Low score, failed to meet criteria (>0.3)
Brand Place at entrance to Abbeyhill Primary School	0.165385	20/03/2018	1.078	1	1	1	1	1	1	1	1	1	1	1.25	1	0.223	Low score, failed to meet criteria (>0.3)
Brighton Place at Rosefield Place	0.036648	20/03/2018	1	1	1	1	1	1	1	1	1	1	1	1	1.4	0.051	Low score, failed to meet criteria (>0.3)
Marine Drive - north of Salvesen Gardens junction	0.017111	20/03/2018	1	1	1	1	1	0.9589041	1	1.1	1	1	1	1	1	0.018	Low score, failed to meet criteria (>0.3)
Lanark Rd West (to the east of the junction with Dolphin Ave)	0.087631	22/03/2018	1.313	1	1	1	1	1.0958904	1	1.1	1	1	1	1	1	0.139	Low score, failed to meet criteria (>0.3)
Campbell Avenue at Murraysfield Road	0.008232	22/03/2018	1.174	1	1	1	1	1.3972603	1	1	1	1	1	1	1	0.014	Low score, failed to meet criteria (>0.3)
Murraysfield Road at Campbell Avenue - existing island	0.053513	22/03/2018	1.009	1	1	1	1.1	1.3150685	1	1	1	1	1	1	1	0.078	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Restalrig Road South at Greenspace	0.04132	20/03/2018	1.113	1	1	1	1	1.9452055	1	1	1	1	1	1	1.4	0.125	Low score, failed to meet criteria (>0.3)
Bavelaw Road at Scotmid	0.054026	22/03/2018	1.035	1	1	1	1	1.3424658	1	1	1	1	1	1	1.4	0.105	Low score, failed to meet criteria (>0.3)
Oswald Road at South Oswald Road	0.038766	27/03/2018	1.052	1	1	1	1	1.1780822	1	1	1	1	1	1	1	0.048	Low score, failed to meet criteria (>0.3)

Appendix 4 Results of Consultations

4.1 East Fettes Avenue Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	41
Broughton High School Parent Council	2
Edinburgh Access Panel	1
True Jesus Church in Edinburgh	1
Broughton High School	1
Living Streets	1
Total	47

Response to comments raised during the consultation period – East Fettes Avenue

Why are crossing facilities being constructed, there is no need for them?

A request was made to the Road Safety team for pedestrian crossing facilities at the location and when surveyed, the results met the criteria approved by the Council's Transport Infrastructure and Environment Committee on 28 July 2009 for a pedestrian refuge island.

Can the location of the crossing be further to the north, in line with the pedestrian entrance/exit to the school?

The design brief discussed for this project was to meet the 'desire line' of the southern pedestrian access/egress to Inverleith Park and the school. This was to be a main feature of the island's location and has an influence on the best location for the crossing point. The proposed design is a simpler, compliant and safer location to construct a crossing point.

Access to the school should be prioritised over entrance to the park?

A request to consider crossing facilities at this location was received after the survey was undertaken. Consideration was given to this location but not was not supported over the proposed design (see Q4).

Can there be two islands; one opposite the school entrance and one opposite the park entrance?

Consideration was given to providing an additional crossing point where the footway from the school meets East Fettes Avenue. However, should there be a pedestrian crossing located here its arrangement would cause conflict with the required movement of the 'right turn' lane with insufficient space available to do so without removing the right turn as well as a requirement to remove significant number of parking spaces on both sides of the carriageway to accommodate a pedestrian refuge island.

Can the crossing be located midway between the school exit and Carrington Road?

This is too far away from the desire line or trip generators which met the criteria for a crossing.

Can the type of crossing be a zebra, puffin or toucan? Bleeper/rotating cone? Waiting pedestrians may block pavement?

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip attractors such as schools, doctors' surgeries, shops etc.

A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV2 value is achieved no additional crossing facilities may be recommended.

This location resulted in an adjusted PV2 value of 0.504, meeting the criteria for a pedestrian refuge island.

Can the design encompass build-outs, a raised table or a single stage crossing and cycling facilities?

The design follows a Council standard for pedestrian refuge islands; the suggested amendments to the proposed design will be investigated in the detailed design phase.

Can you remove rather than extend the guardrail?

The provision of additional guardrail and dropped crossing point with tactile paving across the vehicular access to the school, will provide for a safer route for pedestrians to follow to the crossing point.

Can a crossing be located in Carrington Road/Fettes Avenue?

This is out with the scope of scheme. However, proposed designs for Cycling and walking improvements on Carrington Road were consulted upon in October/November 2016 which encompasses alteration to this junction. Details of the proposal and consultation can be found at <https://consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-carrington-road/>

Can single yellow lines be used instead of double yellow lines?

Double yellow lines provide protection for the crossing area 24/7, to maintain sightlines for pedestrians and approaching drivers.

Extend double yellow lines/ensure no gaps in restrictions about island?

This will be investigated in the detailed design phase.

Will additional parking spaces be made available elsewhere in respect of those lost at the crossing point?

It is Council policy to prioritise pedestrian movement; the provision of a pedestrian island is to facilitate crossing and enhance accessibility to the park. As there are no specific parking or loading spaces being removed, the loss of general parking spaces can be accommodated without providing alternatives.

4.2 Marionville Road Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island and associated improvements. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	23
Edinburgh Access Panel	1
Totals	24

Response to comments raised during the consultation period – Marionville Road

Why is a signalised crossing not being installed instead of a pedestrian refuge island?

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to build. In order to manage these requests we have developed a priority system to evaluate locations and the crossing type most suitable for each location. The current priority system was approved by the Council’s Transport, Infrastructure and Environment Committee on 28 July 2009.

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip attractors such as schools, doctors’ surgeries, shops etc.

A location with an adjusted PV2 value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV2 value is achieved no additional crossing facilities may be recommended.

Following the assessment at this location, the score that was reached did not meet the criteria for a controlled crossing or a zebra, but passed the adjusted value of 0.3 for a pedestrian island.

What will be done to enforce the 20mph speed limit?

The current 20mph network was approved by the Transport and Environment Committee on 13 January 2015. In developing the network, a consistent approach was applied across the city using a set of criteria to establish a network of 20mph streets in the city centre, main shopping and residential streets.

The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. It is likely that as a result of surveys, monitoring and public feedback, there will be some post implementation adjustments. This may involve further changes to speed limits, both within 20mph zones and possibly on some strategic routes which have retained higher speed limits. Comments raised through this consultation in relation to the reduction to 20mph will be recorded as part of this review. In light of the concerns raised regarding perceived vehicle speeds, it will be arranged to have a speed and volume survey carried out on Marionville Road.

What will be done to enforce the double yellow lines?

Concerns with regard to parking were raised in several responses to this consultation. These have been passed to the Council's parking enforcement team and a street visit will be undertaken when resources allow. Any vehicle observed parked incorrectly will be subject to enforcement action.

Will the noise generated from a signalised crossing disturb residents within close proximity?

As the proposal is for the installation of a pedestrian refuge island, there will be no noise generated by the crossing.

What will be done to improve the visibility at this junction?

Double yellow lines provide protection for the crossing area by restricting parking and maintaining sightlines for pedestrians and drivers approaching the crossing facility.

Can the pavement on Dalgety Street be resurfaced?

This is out with the scope of this project. Concerns regarding footpaths outwith this scheme can be reported to the North East Locality. They can be contacted directly on northeast.locality@edinburgh.gov.uk.

Is the justification of this proposal that there have been collisions here?

The proposed crossing on Marionville Road is the result of a request for a pedestrian crossing survey due to reports of difficulties experienced by residents.

The survey was carried out in 2015, and a 3-year collision retrieval showed that no pedestrian accidents had occurred at this location.

Why is it necessary to have four pedestrian crossings, two on very minor roads?

The scheme encompasses the installation of one pedestrian refuge island on Marionville Road and improved dropped crossing facilities on the other three arms of the junction.

What is the cost of these proposals?

Construction of this scheme is estimated to cost in the region of £18,000.

How does the current proposal interact with the nearby bus stop?

The pedestrian island will not impact upon the bus stop on the south side of Marionville Road and will assist with accessing the bus stop.

Is the road wide enough for a pedestrian refuge island?

Yes, a suitable road width will be maintained at this location.

Will the pedestrian island create a pinchpoint for cyclists?

The Council's standard design permits a road width of at least 3 metres on each side of the island at the narrowest sections. The Road Safety team will monitor all personal injury accidents at this location post-construction.

Will traffic calming be considered as part of this scheme?

There are no plans to introduce traffic calming as part of this scheme.

Will the dropped kerbs be flush with the road?

The crossing points will have dropped kerbs and tactile paving in line with current design standards.

Will a cycle lane on the south side of the junction be considered?

There are currently no plans to introduce a cycle lane as part of this scheme. Cycle improvements along Marionville Road are being discussed in line with the redevelopment of Meadowbank Stadium.

Can another island be installed at the Dalgety Road/Marionville Road Junction?

We will arrange for survey to be carried out at this location in the next batch of assessments.

4.3 Lanark Road West Consultation Responses

A public consultation was carried out on proposed pedestrian crossing improvements. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	98
Edinburgh Access Panel	1
Balerno Community Council	1
Currie Community Council	1
Total	101

Response to comments raised during the consultation is currently ongoing

4.4 South Gyle Broadway Consultation Responses

A public consultation was carried out on proposed signalised pedestrian crossing facility. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	69
Edinburgh Access Panel	1
NHS National Services Scotland	2
Tesco Bank	2
South Gyle Proprietors Association	1
Totals	75

Response to comments raised during the consultation is currently ongoing

4.5 Gilmerton Dykes Street Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	32
Edinburgh Access Panel	1
City of Edinburgh Council	1
Totals	34

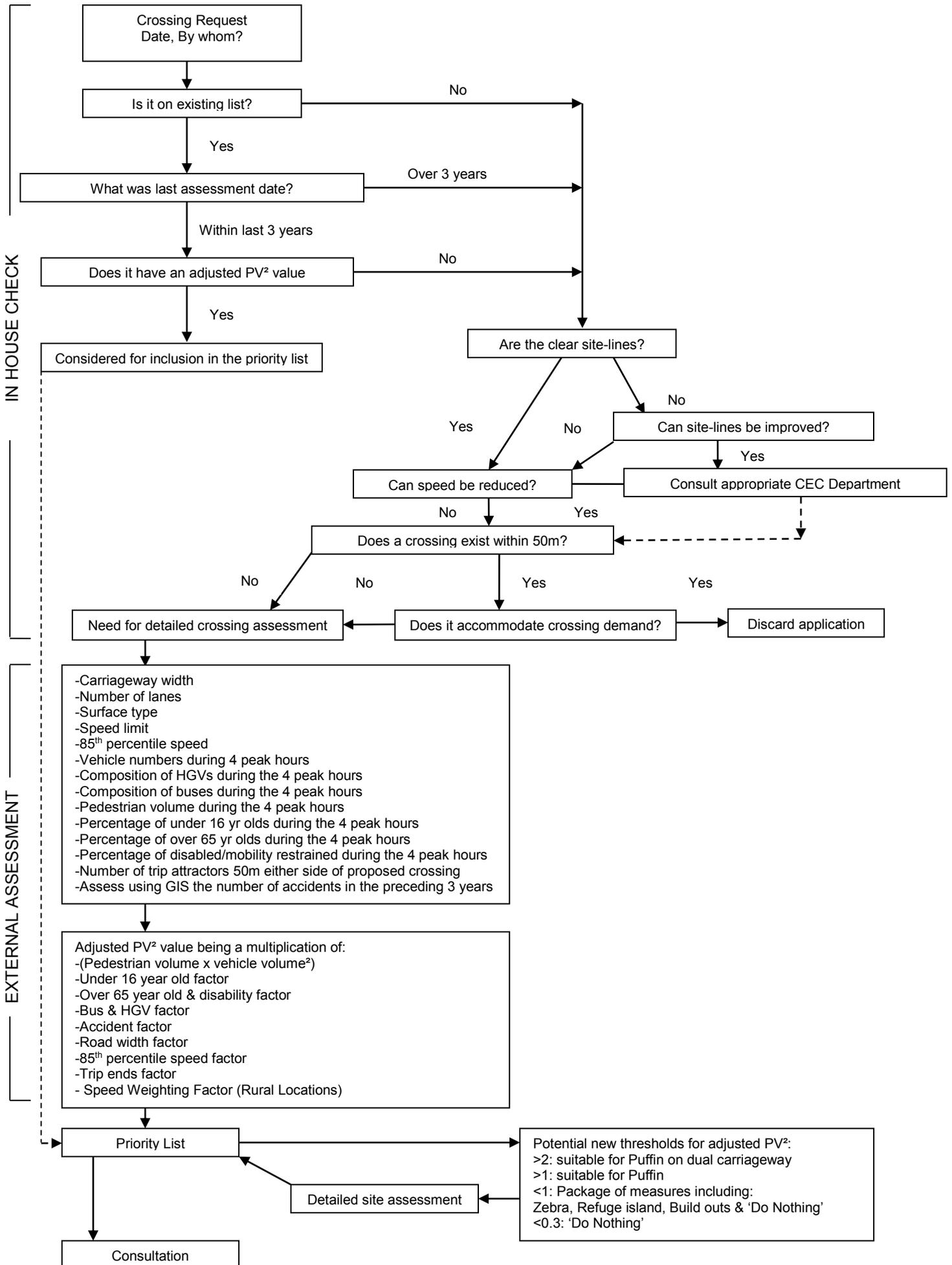
Response to comments raised during the consultation is currently ongoing

4.6 London Road Consultation Responses

Option One was to construct a signalised crossing and Option Two was to construct footway buildouts with a raised crossing point. The collation of responses is currently ongoing

Pedestrian Crossing Prioritisation Process

Appendix 5 – Pedestrian Crossing Assessment Process



Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Public Transport Priority Action Plan

Item number	7.2
Report number	
Executive/routine	Executive
Wards Citywide	
Council Commitments	19

Executive Summary

Scottish Transport Statistics 2017 indicate that bus and coach use in Scotland is falling, with a 10% reduction in journey numbers over the last five years. In comparison, within the City of Edinburgh Council area, bus continues to see a patronage increase and Edinburgh Trams are also experiencing annual passenger growth.

To continue to reverse this national trend against increasing congestion and population, this Council is pursuing a number of proposals and the purpose of this report is to update Committee on ongoing dialogue with public transport operators and the various measures that are being considered citywide to improve conditions for their passengers.

Public Transport Priority Action Plan

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the contents of this report;
 - 1.1.2 notes that a further report will be submitted outlining longer term intervention measure to relieve congestion on the A90;
 - 1.1.3 notes that a further report will be submitted, listing bus lane locations where it is proposed that automatic camera enforcement be deployed;
 - 1.1.4 approves the recommendation of a desired spacing of 400 metres between bus stops and that existing corridors are reviewed to determine how this spacing can be achieved;
 - 1.1.5 approves the commencement of consultation to determine support to vary the Traffic Regulation Orders on existing bus gates on Marshall Street, Candlemaker Row and The Shore to exempt taxis from these restrictions;
 - 1.1.6 notes that automatic camera enforcement cannot currently be used to enforce with-flow tram bahns but the Council will engage with Transport Scotland to seek to add this to the list of traffic offences that can be enforced by camera;
 - 1.1.7 notes that funding is not currently available to expand the Hermiston and Ingliston Park and Ride Facilities, but that future expansion could be funded from a potential parking levy.
 - 1.1.8 notes actions related to Dalmeny Station Motion raised at Full Council in October 2017

2. Background

- 2.1 It is well documented that attractiveness of public transport is adversely affected by increased journey time and unreliability.
- 2.2 Council officers meet on a regular basis with tram, bus and taxi operators and at these meetings information has been gathered to list measures that could be taken to improve journey times, reliability and increase efficiency.

- 2.3 Between 2006 and 2018 Lothian Buses' journey times have increased by 12% during the peak periods and 14% inter-peak. Average speed across the network has reduced by 7.7%. A small proportion of this declining performance can be attributed to increased patronage, where Edinburgh has bucked a national trend of decline, but most is due to congestion.
- 2.4 This report lists areas that have been highlighted by public transport operators that require attention, provides a brief overview of further investigation work to be carried out and, where appropriate, details measures already identified that can be implemented to improve existing issues.

3. Main report

Bus

Bus Lane Operational Hours

- 3.1 On 1 November 2016, Committee approved a report which summarised the results of an 18 month trial of standardising bus lane times to peak hour only. The results of this trial were inconclusive and a decision was taken by Committee to make this trial permanent. Bus Operators were consulted on this recommendation and raised no objections to the proposal to standardise the operation times of with-flow bus lanes to peak hours only, but requested that the network be kept under review and that targeted enforcement should be implemented. Committee requested that an update would be submitted to the Transport and Environment Committee in January 2017 outlining the engagement undertaken with bus companies regarding the Bus Lane Network and related enforcement issues.
- 3.2 The outcome of this consultation with bus operators was outlined in the Business Bulletin submitted to Committee on 17 January 2017 and progress on the issues raised are summarised below from paragraph 3.3 through to 3.30.
- 3.3 Bus Operators preference would be a return to all day bus lanes and hours of operation should be standardised at 0700-1900 seven days a week. Many areas of the city, particularly on routes leading to retail parks, are busier at weekends than during the working week. Whilst this would be beneficial to public transport, the needs of businesses on the affected streets would need to be assessed. If the bus lane hours were extended, then typically the kerbside restrictions would match the bus lane times and that would remove all loading and unloading. Consideration would need to be given on what facilities could be provided to support businesses, whilst still providing increased priority for bus operators.
- 3.4 The current peak hours arrangement results in buses being delayed by queues that form outside these times, eg after 1300 on a Friday.

Bus Corridor Improvements

- 3.5 Much of Edinburgh's traffic on main arterial routes into the city originates from outside the Edinburgh boundary. Finding solutions to reduce traffic and ease congestion must involve a regional approach.
- 3.6 There is an opportunity to work collaboratively with the Edinburgh and South East Scotland City Deal Regional Transport Board (TAB), comprising all City Deal Local Authorities, Transport Scotland and SEStran. This will tie in with Transport Scotland's next Strategic Transport Project Review (STPR2). The aim will be to develop potential local and regional projects to improve travel choice for travel into Edinburgh, which prioritises public transport and active travel.
- 3.7 Measures identified as this work develops will be prioritised in conjunction with bus operators and available resource. Existing Transport budget allocation will allow delivery of some short-term measures. Others will need additional funding or allocation of budget in future years and an update will be submitted to Committee in October 2018.

A8

- 3.8 The A8 corridor from the west is recognised as a key route for public transport into Edinburgh. The route is likely to increase in importance as it serves new developments in West Lothian, the International Business Gateway and increasing demand at Edinburgh Airport, along with developments around Turnhouse and Maybury.
- 3.9 Through the West Edinburgh Transport Study (WETA) and interventions highlighted in the LDP, and funded through the City Region Deal and developer contributions; the Council is planning major interventions at Newbridge, Gogar Roundabout and Maybury Junction to address the expected increase in demand. Prioritising key public transport routes to serve existing and new developments will be key to the delivery of this strategy.

A90

- 3.10 The A90 is the main access route into Edinburgh from the north and it currently suffers from significant congestion and vehicle delays during peak periods.
- 3.11 To relieve this congestion and improve conditions for Public Transport, a study is required to collect data and to identify intervention measures to aid public transport movement along this corridor.
- 3.12 With ongoing housing expansion in West Lothian and Fife, this congestion is expected to increase. This study should, therefore, take account of future traffic resulting from these developments, as well as traffic growth anticipated from within Edinburgh.
- 3.13 Whilst these measures will be refined through this study, there is potential for some short term improvements through implementing more efficient traffic control at Blackhall, Drum Brae North and Barnton junctions.

- 3.14 Longer term measures that are being considered such as junction layout revisions and introducing new bus lanes, would require additional funding and Traffic Regulation Orders. Further information will be reported to Committee when this study has been completed.
- 3.15 A list of activities to be progressed and measures that could be implemented, providing more detail on the points mentioned above, can be found in Appendix 1.

Niddrie Mains Road

- 3.16 Niddrie Mains Road is a key public transport route that currently suffers significant congestion at peak times on weekdays and at weekends.
- 3.17 There has been significant redevelopment in the area and significant areas remain to be developed, including a new school.
- 3.18 The Locality team are leading a coordinated approach through involvement by all relevant parties. All aspects of the corridor are being considered, including: future developments, number and location of pedestrian crossings, number and location of bus stops, bus lanes and cycle lanes.

Bus Lane Enforcement

Automatic Enforcement

- 3.19 Queuing traffic in bus lanes causes significant delay to bus services. Bus lane enforcement is required to ensure correct behaviour by general traffic so that buses obtain unimpeded access to bus stops and quick progress through junctions.
- 3.20 There are ongoing discussions with bus operators to identify locations where more automatic camera enforcement should be deployed to improve the efficiency of bus lanes and a separate report will be submitted to Committee once the list of preferred locations has been finalised.

Parking Enforcement

- 3.21 Inappropriately parked vehicles cause unnecessary delay to public transport. A protocol has been agreed to allow operators to report issues that occur on a regular basis, those where an attendant is required to attend and also priority situations which require immediate action.

Local Plan Development Areas

- 3.22 Bus Operators have raised concerns about potential congestion that could arise from developments that are taking place around the Council boundary.
- 3.23 There is a clear link between new development and impact on the transport network. As part of the Local Development Plan preparation, a transport appraisal has been undertaken to understand the transport effects of the new strategic housing sites and to identify the transport interventions which are required to mitigate these.
- 3.24 Whilst mitigation measures will be implemented as part of the development of these new areas, there are also potential low cost measures that could be considered for corridors such as the A90 and Niddrie Mains Road. Engagement will continue with

bus operators to identify low cost measures that could be implemented to improve existing conditions on bus corridors.

Event Planning and Roadworks

- 3.25 On a monthly basis a three monthly look ahead calendar is issued by the Events Team listing all known events at that time. All bus operators for this Council area have been contacted to ask if they wish to be added to this consultation list.
- 3.26 A regular concern of bus operators is the number, duration and extent of roadworks. Due to festival embargos, numerous works often need to progress simultaneously. The Citywide Transport Management Group is the forum that is used to manage this process and this is attended by all the key stakeholders. It is a complex process to manage all these conflicting activities and this will continue to have an impact on roads, but this group will work together to minimise these impacts.

Bus Stop Rationalisation

- 3.27 Edinburgh has more bus stops than other comparable cities. Although this is partly due to its comprehensive bus network, the spacing between stops has reduced over many years as a result of new requests, changes to land use and existing stops seldom being removed or rationalised with new.
- 3.28 The effect of this is that buses require to slow down and stop often to pick up a few passengers and are unable to achieve a reasonable travelling speed between stops, thus extending journey times.
- 3.29 National guidance states that 400m is the optimum distance between bus stops, providing a reasonable balance of bus service efficiency and passenger accessibility. 20% of stops in Edinburgh are less than 200m from the previous stop, 40% between 200m and 300m and 20% between 300m and 400 metres.
- 3.30 Theoretical savings of at least 20 seconds per stop removed is supported by actual savings achieved elsewhere in UK where stops have been rationalised. This may not seem significant but a conservative review of the stops on the Service 16 route, for example, would produce a five minute reduction on end to end journey time. This would result in one less bus to operate the route and represents a significant saving to a bus operator.
- 3.31 It is important that as part of any rationalisation process that stop locations are reviewed. Many stop locations do not meet current desire lines or impede traffic flow because they now conflict with traffic signal operation.
- 3.32 The reduction in the numbers of bus stop will reduce journey times, improve bus reliability and patronage. Maintenance costs will be reduced, better use can be made of the kerb space and there will be reduced conflict with properties adjacent to stops.
- 3.33 There will, however, be bus users who are unhappy if their regular stop has to move and residents and businesses adjacent to a new stop location may object.

- 3.34 A rationalisation plan will be developed and consultation with local communities and elected members will be undertaken prior to progressing.

Tram

Tram Frequency

- 3.35 Since start of operations in May 2013, Edinburgh Trams has reduced the end to end journey time by seven minutes and introduced a 7.5 minute headway for the majority of their daily operations.

City Centre Traffic Signal Optimisation

- 3.36 In partnership with both Edinburgh Trams and Lothian Buses, the Council has reviewed traffic signal control for the on-street tram corridor to best optimise times for public transport and pedestrians, which is aligned with the 7.5 minute headway.
- 3.37 This signal strategy also allows Edinburgh trams to run additional trams during peak periods and during special events. These trams slot into the signal timings, without significant detriment to other road users, resulting in a headway of 3.75 minutes.
- 3.38 Bus journey times and reliability have also been improved. Lothian Buses has confirmed the positive effect on their services and having monitored the reliability of the signal operation, have now taken out time from their service timetables.

Tram Lane Enforcement

- 3.39 Vehicles illegally entering the tram only areas at the on-street Tram Stops to avoid queues, create issues with both congestion and damage to infrastructure. The platforms are set at 300mm above road height and the platform copes are often dislodged when scraped by vehicles. The platform track bed is not designed for heavy vehicle loadings and damage from vehicle overrun is evident at the stops on Princes Street and Shandwick Place.
- 3.40 Edinburgh Trams has raised these issues with the Council and has asked that the provision of automatic camera enforcement be investigated and implemented to enforce these areas.
- 3.41 Automatic camera enforcement for tram only areas is not currently permitted under existing legislation but the council will approach Transport Scotland to seek amendment and allow this to be implemented.
- 3.42 A protocol has also been set up for Edinburgh Trams to target kerbside parking which also obstructs their services. This protocol allows them to report issues that occur on a regular basis, those where an attendant is required to attend and emergency situations which require immediate action.

Increasing Patronage

- 3.43 Edinburgh Tram is continuing to develop prepaid options for purchasing tickets for daily travel or in conjunction with special events to promote the use of tram. Contactless payment has also been installed at all Ticket Vending Machines on the system.

Taxi

Taxi Stance Audit

- 3.44 An audit is to be carried out on taxi ranks within the city to assess their condition, if the location is still appropriate and try and identify new locations where ranks may be appropriate.
- 3.45 As part of the audit of taxi stances, the nature and condition of signs and road markings will be assessed to ensure a consistent standard. The associated regulations for each stance will also be reviewed and renewed as necessary.

Exemption from bus gates

- 3.46 Representatives from taxi groups have requested that they are permitted to use the bus gates on Marshall Street, Candlemaker Row and The Shore, where they are currently excluded. This would assist them in travelling around the city, in particular during special events.
- 3.47 Consultation with relevant parties such as the taxi trade, public transport operators, communities and local members will be held to determine support for any amendment to the existing restrictions. It is likely that a future report will be presented to Committee with findings and recommendations for consideration.

Coach

Coach Stances

- 3.48 The existing coach stances in the city centre are struggling to cope with the increasing demand for coach tours and the bus station is near capacity during the morning peak, when the majority of tours depart.
- 3.49 The busiest tour departure area is Waterloo Place. The level of demand there is greater than the currently provided kerb space and there are often conflicts between coaches and local registered bus services.
- 3.50 With no available space at Waterloo Place and reduced provision on Regent Road, coach operators make use of any available kerb space in the city centre. This causes congestion and disrupts bus services.
- 3.51 A strategic review and subsequent Coach Strategy is required within the city to identify additional areas that would be suitable for tour departures and provide guidance to coach operators. This review will also consider if there are opportunities to encourage tour operators to leave from transport hubs such as Edinburgh Gateway, with passengers offered a connecting ticket as part of their tour. A report will be submitted to Committee on the outcome of this review.

Park and Ride Facilities

Capacity of Existing Facilities

- 3.52 Park and Rides have been growing in popularity with an increase seen both at Hermiston and Ingliston over the last few years. Ingliston has experienced the most growth, particularly since tram operation but the 1,080 space car park is now frequently full. This limits tram patronage and results in more cars travelling into the city.

- 3.53 There is land available at both Hermiston and Ingliston to increase capacity but currently no funding has been identified for this expansion.
- 3.54 Monitoring of Ingliston has identified additional demand coming from nearby businesses, as parking is provided at no cost. The Royal Bank of Scotland office at Gogar appears to be associated with around 300 daily vehicles. Monitoring has also shown that recently the car park is full most week days by around 0930, which can then lead to parking on kerbs and footways and the road leading into the site.
- 3.55 To attempt to resolve this parking problem, the road markings in Ingliston are to be reviewed for both enforcement and to create some additional capacity.
- 3.56 Even with the possibility of expanding Ingliston, the further demand created if the tram route is extended, the natural growth of the city and expansion of business and homes near to the site will create more pressure on space. To manage the spaces in Ingliston, consideration may need to be given to charging a fee to park in this facility which could be linked in part payment to onward travel. Any revenue raised from this could then be used to manage and fund the expansion of this facility. A feasibility report on this would need to be commissioned and the outcome of this would be reported to Committee at a later date.
- 3.57 Lothian Buses has highlighted issues relating to overspill parking at Ingliston on adjacent roads, particularly during events at Ingliston Showground and request greater enforcement of parking restrictions.
- 3.58 Lothian Buses also raise concerns relating to increasing levels of unofficial Park and Ride, where cars are parked in streets around the city on the periphery of Controlled Parking Zones. These cars narrow and constrict streets that are also bus routes and cause delay to services. Opportunities to prohibit parking at select locations to allow buses and large vehicles to pass each other should be investigated.

Dalmeny Train Station

- 3.59 Dalmeny Train Station car park has experienced a significant increase in demand in recent years, associated with population growth in Queensferry and Kirkliston. Scotrail has confirmed that passenger numbers at the station have increased by 50% in the last five years.
- 3.60 The neighbouring housing development of the old industrial site has provided an additional 60 spaces but also substantially increased demand. The additional spaces are not clearly defined and it is suggested that new residents identify these spaces as solely residential parking.
- 3.61 Overspill parking affects the residential streets adjacent to the car park, resulting in inconsiderate parking, either causing obstruction close to junctions, or on bends, or utilising spaces provided for residents.
- 3.62 A recent survey carried out by Council officers has confirmed that the car park is full before 9am most weekdays. Many users are originating from the local area but the majority of commuters who were willing to confirm their origin were from Kirkliston.

- 3.63 Local residents have raised concerns relating to both inconsiderate parking and inappropriate speed of traffic entering, leaving and passing the area.
- 3.64 The Locality Team is currently investigating the introduction of yellow lines at locations where parking is dangerous or inappropriate. An additional parking measure that could be worthy of further exploration is the introduction of a Controlled Parking Zone.
- 3.65 Public Transport improvements from Kirkliston will be investigated through the new Bus Framework Contract, including a potential bus service link to Dalmeny Station. There is currently a frequent bus service to the city centre but overall journey time and service reliability due to congestion may be limiting its attractiveness. Expansion of Ingliston Park and Ride and continued improvement on tram journey time and reliability may also alleviate pressure on Dalmeny.
- 3.66 There is no Council land available for car park expansion at Dalmeny. The existing site is managed by Scotrail and is constrained between the residential area and the rail line. To expand the provision, either a nearby field would need to be identified and purchased, or multi-storey construction progressed at the existing site.
- 3.67 Any expansion in parking provision will have the consequence of increasing demand and bring with it the associated detriment of increased traffic, including reduced air quality, noise and inappropriate driving.
- 3.68 Communication with Scotrail has confirmed no plans to improve parking provision, although given the site constraints, it is not clear what they can do. They have confirmed that a timetable recast and improved train capacity will be forthcoming in the next year. This, however, is likely to further increase demand on the car park.
- 3.69 Cycle racks have been provided at the station but provision could be increased and improved with secure locker provision. Possible provision and installation options will be investigated and discussed with Scotrail.
- 3.70 Walking and cycling infrastructure providing links from the station to the surrounding area will be reviewed and provision will be an integral part of all new developments in the area.
- 3.71 Strategic A90 study previously mentioned will include rail improvements and cross boundary demand. Dalmeny station and the overspill parking problems will be considered further as part of this work.

Road Space Management

- 3.72 The Council is undertaking a review of traffic in the city centre through the City Centre Transformation project. The project team are developing high level options for a re-prioritising of the space in the historic centre and the delivery of a bus network suitable for 21st century.
- 3.73 Outcomes and options from the City Centre Transformation project will be presented for the consideration of the Committee in due course.

4. Measures of success

- 4.1 The continual increase in public transport journeys within the city boundary.

5. Financial impact

- 5.1 The financial implications associated with the measures listed in this report will be separately reported to Committee when the feasibility and design for each intervention has been sufficiently completed.
- 5.2 It should be noted at this stage that improving journey times and journey time reliability for public transport will benefit the city and public transport operators. The economic impact is difficult to quantify but certainly significant.

6. Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any health and safety, governance or compliance implications arising from the proposals set out in the report.

7. Equalities impact

- 7.1 There are no negative impacts on protected groups resulting from any measures identified and implemented as a result of work detailed in this report.

8. Sustainability impact

- 8.1 The proposed intervention measures listed in this report 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.

9. Consultation and engagement

- 9.1 Council officials meet on a regular basis with tram, bus and taxi operators and will continue to discuss appropriate measures that could be taken to improve conditions and to increase efficiency.

10. Background reading/external references

- 10.1 Detailed comments received from Lothian Buses on measure that could be implemented to improve their journey times and reliability.

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 – A90 Corridor

Appendix 1 – A90 Corridor

Overall Objective

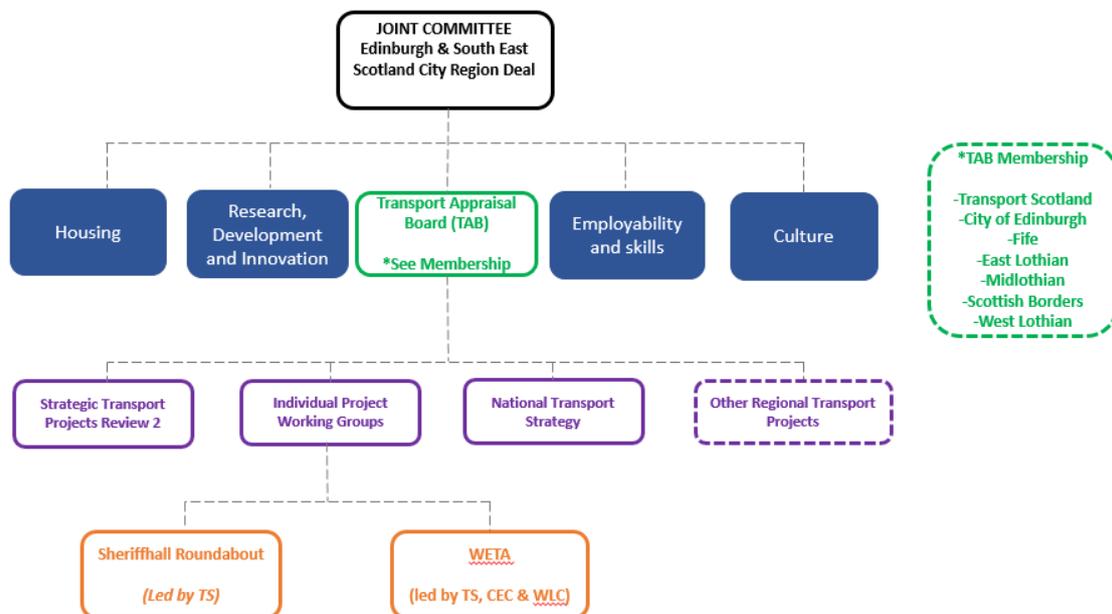
To decrease journey times and improve reliability (particularly in relation to bus journeys) on the A90 between Edinburgh City and the wider area.

Background

The A90 is one of the main radial routes to Edinburgh city centre and forms the major access route to the city from the River Forth valley and the north. The route currently suffers from serious congestion and vehicle delays during peak periods.

A need has arisen to improve traffic flow on the A90 corridor between Edinburgh and the wider area. A study is required to identify intervention measures to aid public transport movement along this corridor, without creating detriment to general traffic. Much of the traffic using the A90 originates from outside Edinburgh, from West Lothian, Fife and beyond. This traffic is anticipated to increase as more development is constructed in these areas. This study should take full account of additional future traffic resulting from these developments, as well as traffic growth anticipated from within Edinburgh.

There is an opportunity to work collaboratively with the Edinburgh and South East Scotland City Deal regional Transport Appraisal Board (TAB), to consult on potential local and strategic projects, such as this A90 Corridor Study.



Activity	Task
Inception/Data Gathering	<ul style="list-style-type: none"> • Confirm boundary of study area to include specific junctions and routes to consider. • Establish communication lines between City of Edinburgh Council (CEC) TAB and other stakeholders. • Establish and meet with any other consultees relevant to the study, including Lothian buses and Scotrail. • Gather baseline information from consultees.
Existing Data Review	<ul style="list-style-type: none"> • Review existing bus provision in the study area, including any existing bus priority measures. • Review existing journey time data available. • Review existing traffic count data, including data gathered by SEPA in 2016, and annual Dft traffic counts. • Review existing Jacobs modelling data. • Review the Community Council Barnton report • Review accident and speed data. • Review the LTS and other CEC policies to ensure alignment. • Review Local Development Plan and Action Programme to establish potential new developments within Edinburgh which may add to existing pressures.
Conduct Surveys	<ul style="list-style-type: none"> • Conduct Origin Destination surveys on key routes • Conduct junction turning count surveys at key junctions • Conduct journey time surveys on key routes (with particular reference to bus journeys). • Tie in with Kirkliston Traffic study, Origin Destination surveys planned on this route, with potential scope to expand the ANPR survey to minimise overall costs.
Consider measures and solutions (preliminary list summarised below)*	<ul style="list-style-type: none"> • Consider measures ranging from short term interventions to more strategic actions or projects. • Due to limited options to increase capacity of the A90 within the Edinburgh city boundary, focus should be on soft measures to encouraging mode shift away from private car to public transport and active travel modes. • Account to be taken of any planned improvements already being considered by CEC.
Refine options	<ul style="list-style-type: none"> • Refine and prioritise options considered best value to contribute towards the objectives of the study.
Detailed option appraisal	<ul style="list-style-type: none"> • Analyse shortlisted options using modelling software, with particular consideration to future planning developments in the CEC, West Lothian and Fife areas. • Carry out cost benefit analysis.
Produce report	<ul style="list-style-type: none"> • Produce report summarising findings and detailing recommended options and associated costs.

*Short Term Measures

- Introduce SCOOT control on Barnton and Drumbrae North junctions

- Repair existing SCOOT infrastructure
- Introduce Gating for SCOOT at Blackhall junction to attenuate outbound traffic flow in the PM peak
- Upgrade of traffic signals at Blackhall (including bus lane extension)

Medium to Long Term Measures

- Reintroduction of bus lane to Dolphington onslip
- Enhance walking and cycling routes, particularly at junction hotspots
- Cross boundary cycle network improvements
- Enhancement of existing and consideration of new park and ride sites
- Improve transport interchanges
- Re-design of Barnton junction
- Implement electric vehicle infrastructure
- Provision of bus priority measures along the A90 from Fife to Edinburgh, including consideration of bus lanes
- Changing directional sign to direct traffic to Queensferry Crossing via Hermiston Gate/Newbridge, not Barnton
- Consider upgrading VMS provision and strategy
- Increase train frequency and capacity
- Increase parking at rail stations
- Improve rail interchanges
- Improve bus waiting facilities
- Major junction modifications

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Budget Commitment to Cycling in 2016/17 and 2018/19 Cycling Programme

Item number	7.3
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	17 , 18 , 19 , 39

Executive Summary

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

This report covers the expenditure on cycling in 2016/17 and also briefly sets out the planned programme for 2018/19.

The report on expenditure on cycling in 2017/18 will follow, once the necessary financial analysis has been completed.

Budget Commitment to Cycling in 2016/17 and 2018/19 Cycling Programme

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the expenditure on cycling in 2016/17;
 - 1.1.2 approves the planned programme for 2018/19; and
 - 1.1.3 refer this report to the four Localities Committees for information.

2. Background

- 2.1 In 2010, the Council approved its [ATAP](#). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the Local Transport Strategy.
- 2.2 The ATAP includes a wide range of actions aimed at achieving its targets. A key element is the creation of the 'QuietRoutes Network', formerly the 'Family Network', which is particularly aimed at being suitable for new and less confident cyclists.
- 2.3 The ATAP sets out priorities for developing this network, these seek to fill gaps in the city's existing off-road network, which is largely based around former railways, and to create connections to key destinations, most importantly the city centre. The network is primarily aimed at cyclists but most sections are also walking routes.
- 2.4 In order to facilitate the delivery of the ATAP, the following motion was approved by the Council at its meeting of [9 February 2012](#):

"Council agrees that the percentage of transport spend (net of specifically allocated external transport funding) allocated to cycling shall be a minimum of 5%, for both revenue and capital, in 2012/13 and that the percentage of spend on cycling will increase by 1% annually. Council therefore instructs the Director of Services for Communities to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP".

- 2.5 In each of the subsequent years Committee has agreed to further increase the cycling budget by 1%. At the 21 January 2016 Council meeting, a commitment was given to allocate "... 9% of both the net capital expenditure and the net revenue expenditure of the Transport Division of the Council to cycling" in 2016/17.
- 2.6 This report covers the Council's capital and revenue expenditure on cycling, in the 2016/17 financial year, to meet the 9% target.
- 2.7 The report also briefly sets out the planned programme of cycle project delivery in the 2018/19 financial year.

3. Main report

2016/17 Capital Commitment

- 3.1 In 2016/17 the transport capital budget, to which the percentage commitment applies, was £17,005,000 with the 9% commitment representing £1,530,450. £1,404,000 was actually spent on cycling projects in 2016/17, representing 8.26% of the relevant capital budget. Further details are provided in tables 3.1 and 3.2.
- 3.2 The £254,450 underspend occurred as a result programme slippage in committed projects. Recruitment is currently underway for additional resources to help with the delivery of the 2018/19 capital programme (including slippage from the 2017/18 programme).
- 3.3 The unspent funding was carried forward to be committed in 2017/18 and was added to the subsequent 10% commitment of the 2017/18 transport capital budget.

Table 3.1 – capital budget allocated to cycling in 2016/17

Year 2016/17	
Budget	£000
Total budget for % calculation (A)	17,005
9% allocation for cycling projects	1,530.45
Carry over from 2015/16	128
Total available budget	1,658.45

Note on table 3.1: the total capital expenditure budget in scope for calculating the 9% target spend excludes tram and certain non-transport elements of the full allocation including flood prevention.

Table 3.2 – capital expenditure on cycling in 2016/17

Spend	
New Cycling Projects Designed and Delivered	924
Capital Renewals Cycling Element Delivered	480
Total spend (B)	1,404
% of total budget spent on cycling (=B/A)	8.26%
Carry forward to 2017/18	254.45

- 3.4 To improve delivery in future years additional consultancy support on all design and construction schemes has been secured in order to increase project progression.
- 3.5 Table 3.3 summarises the key projects on which the 2016/17 capital budget was spent. Supporting this table, Appendix 1 is a map showing the location and extent of each of these projects.

Table 3.3 - Summary of cycle projects developed in 2016/17

Scheme	Developments in 2016/17
City Centre West East Link (CCWEL)	Preliminary design completed, detailed design commenced, community consultation progressing.
Design Package 1: QuietRoute 6: Grange Road, Meadows to Castle Terrace QuietRoute 20: Inverleith to Easter Road QuietRoute 61: Gilmerton to Bingham Tram cycle safety improvements QuietRoute 30: Holyrood to Ratcliffe Terrace	All schemes progressed through preliminary design and public consultation.

Table 3.3 - Summary of cycle projects developed in 2016/17 (continued)

Scheme	Developments in 2016/17
<p>Design Package 2:</p> <p>QuietRoute 8: Roseburn to Edinburgh Park</p> <p>QuietRoute 13: Lower Granton Road</p> <p>QuietRoute 60: Davidson Mains Park</p> <p>QuietRoute 5: Holyrood Park</p>	<p>QuietRoutes 8, 13 and 60 progressed through preliminary design and public consultation.</p> <p>QuietRoute 5 progressed through feasibility design, key stakeholder consultation. Preliminary design initiated.</p>
<p>Roseburn to Union Canal Link</p>	<p>Feasibility and preliminary design complete.</p>
<p>QuietRoute 12: Forthquarter to Silverknowes promenade</p>	<p>Preliminary design initiated.</p>
<p>North Edinburgh Path Network Courtesy Signs</p>	<p>Designs complete for trial courtesy signing on the North Edinburgh Path Network to address various path user issues.</p>
<p>QuietRoute 9: A8 path improvements, Gyle to Newbridge</p>	<p>Final design completed and path widening implemented.</p>
<p>National Cycle Network Route 1: Barton Golf Course Path</p>	<p>New LED stud lighting along cycle path through golf course.</p>
<p>National Cycle Network Route 1: Innocent Railway Path</p>	<p>New lighting columns along the Innocent railway path between Holyrood Park and Duddingston Road West.</p> <p>Upgraded lighting for Innocent Railway tunnel. Lighting design complete and units awaiting install.</p>
<p>Meadows to Canal</p>	<p>Further progression with detailed design.</p>
<p>Salvesen Steps replacement project</p>	<p>Feasibility and preliminary design for replace steps.</p>
<p>On-street cycle parking</p>	<p>Cycle racks and hoops provided across the city.</p>
<p>Causey project</p>	<p>Further preliminary design.</p>

3.6 A report on cycling capital expenditure in 2017/18 will be presented later in the financial year.

2016/17 Revenue Commitment

3.7 In 2016/17 the transport revenue budget, to which the percentage commitment applies, was £2,210,000.

3.8 The 9% commitment to cycling from the transport revenue budget therefore represented a spend on cycling of £199,000. £231,000 was actually spent on cycling projects in 2016/17, representing 10.45% of the relevant transport revenue budget. Further details are provided in table 3.4 below.

3.9 Of the Council's £2,210,000 revenue transport budget, an estimated £231,000 was spent on cycling related activities. This equates to 10.45% of net revenue expenditure, which is an overspend of £32,000. Table 3.4 below summarises this expenditure.

3.10 A report of cycling revenue expenditure in 2017/18 will be presented later in the financial year.

Table 3.4 - Revenue expenditure on cycling in 2016/17

Year 2016/17	£000
Net Revenue Budget for Roads and Transport	2,210
Revenue budget available for cycling (9% target)	199
Cycle Revenue Spend on monitoring, promotion, staffing, cycling studies and cycle/walking route maintenance: winter treatment, gully cleaning, crossings and lighting	231
% Proportion of transport budget spend on cycling (Actual spend)	10.45%

2018/19 Capital Programme

3.11 Appendix 2 to this report sets out the full cycling capital programme for 2018/19. Projects of particular note include:

3.11.1 The City Centre West East Link, which provides a segregated cycle route and walking improvements across the city centre between Roseburn and Picardy Place. This scheme is currently progressing through the statutory legal processes required to make certain street changes. Construction of the 1st phase of the project is expected to start in 2019.

3.11.2 Community Link PLUS (CL+), in 2017 the Council won funding from this competition for two large cycling and walking projects.

- 3.11.3 The first CL+ project, Meadows to George Street: Streets for People, will provide high quality cycling, walking and public realm improvements along Forrest Road, Bristo Place, Teviot Place, George IV Bridge, The Mound and Hanover Street. The project started public and stakeholder engagement in June and will continue through consultation and into early design stages during 2018/19.
- 3.11.4 The second CL+ project, The West Edinburgh Active Travel Network, will create walking and cycling routes through and to the Gyle Business Park and Edinburgh Park. This will link the local communities of Barnton, East Craggs, Stenhouse, Sighthill and Wester Hailes to their primary destination of work and retail. Public engagement commenced during the summer 2018 and designs will be progressed through 2018/19.
- 3.11.5 The Meadows to Union Canal project will provide a key missing link in the QuietRoutes Network between the cycling and walking paths in the Meadows and the path along the Union Canal. During 2018//19 the aim is to complete the design stages in preparation for construction in 2019/20.

4. Measures of success

- 4.1 The ATAP includes a number of targets for increases in cycle use and these will be monitored over the duration of the plan (2010-2020). The Bike Life report, released every two years, indicates increased levels of cycling during this period and a majority of feedback which supports increases in funding and amount of cycling infrastructure.

5. Financial impact

- 5.1 The Council's Capital Investment Programme (CIP) for Traffic and Engineering, Transport Planning and Roads for 2016/17 was £17,005,000. The 9% calculation on this figure equalled £1,530,450. There was an additional carry over from 2015/16 of £128,000, which equated to a budget total of £1,658,450. Of this total spend was £1,404,000, which left a carry over to 2017/18 of £254,450.
- 5.2 The Council's approved net revenue budget for Roads and Transport in 2016/17 was £2,209,993. The 9% calculation on this figure equalled £198,899. Expenditure for 2016/17 equalled £231,000, which incurred a £32,000 overspend.
- 5.3 It should be noted that the Council's CIP is funded through a combination of General Capital Grant from the Scottish Government, the Sustrans Community Links Programme, developers and third party contributions, capital receipts and borrowing.
- 5.4 The grant funding levered in via the Community Link Programme equalled £1,205,000 in 2016/17.

6. Risk, policy, compliance and governance impact

- 6.1 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains.
- 6.2 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 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the ATAP. An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP, which concluded that a full EqIA was not required.
- 7.2 An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's capital and revenue expenditure on cycling in the 2016/17 financial year.
- 7.3 An Integrated Impact Assessment will be undertaken for the cycling capital and revenue expenditure in 2018/19.

8. Sustainability impact

- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 9% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.
- 8.2 A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan. It concluded, that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

9. Consultation and engagement

- 9.1 Consultation on the cycle capital and revenue programmes is undertaken on an ongoing basis with members of the Active Travel Forum including Spokes and Pedal on Parliament.

10. Background reading/external references

10.1 [Active Travel Action Plan – 2016 refresh](#)

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

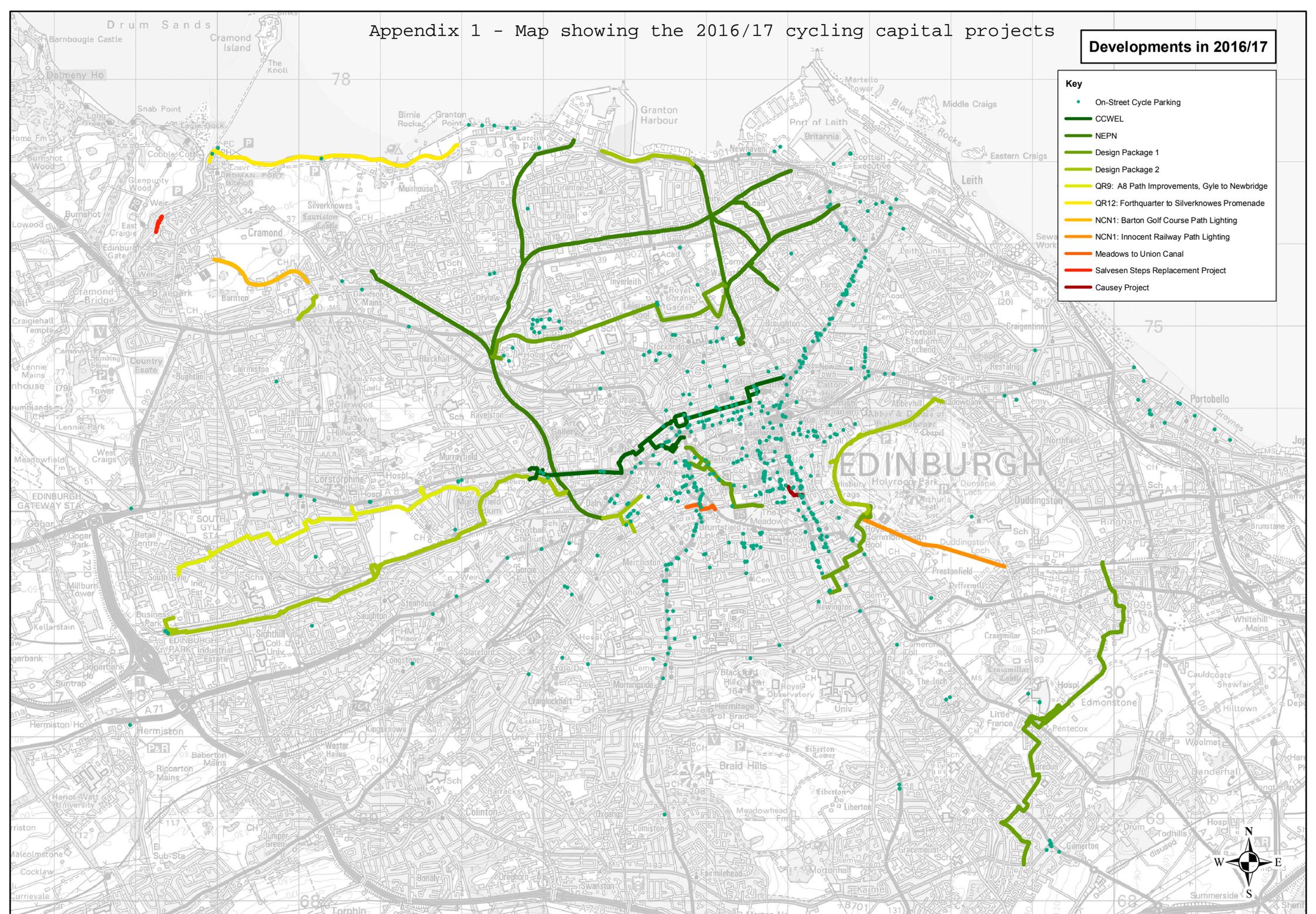
Appendix 1: Map showing the 2016/17 cycling capital projects

Appendix 2: The 2018/19 cycling capital projects

Appendix 1 - Map showing the 2016/17 cycling capital projects

Developments in 2016/17

- Key**
- On-Street Cycle Parking
 - CCWEL
 - NEPN
 - Design Package 1
 - Design Package 2
 - QR9: A8 Path Improvements, Gyle to Newbridge
 - QR12: Forthquater to Silverknowes Promenade
 - NCN1: Barton Golf Course Path Lighting
 - NCN1: Innocent Railway Path Lighting
 - Meadows to Union Canal
 - Salvesen Steps Replacement Project
 - Causey Project



This map is reproduced from Ordnance Survey material with permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100023420. City of Edinburgh Council (2012).

Active Travel Programme of Infrastructure Improvements for 2018-19

Project type - note 1	NAME/ LOCATION - note 2	BRIEF DESCRIPTION/NOTES	2018/19 work (Active Travel Team lead - note 3)			
			Design and other work prior to implementing - note 4	Implementing	On hold	To be confirmed - note 5
walk	Deanhaugh Street and Leslie Place	Pedestrian crossings upgrade at junction.				
walk	Broughton Street / East London Street	Pedestrian / cycle friendly modifications to junction.				
walk	Arboretum Place at Botanical Gardens West Gate Entrance.	Redesign street to prioritise walking.				
walk	Dean Park Crescent	Junction redesign to prioritise walking.				
walk	Guardrail Removal	Citywide assessment / removal programme.				
walk	Dropped kerbs and raised crossings programme	Prioritised improvement programme.				
walk	Calton Rd (Waverley to Leith St)	Footway widening / street improvements.				
walk	Morrison St	Signalled junction upgrade				
cyc + walk	QuietRoute 60 Davidson Mains Park	Footpath widening and lighting from Queensferry Road to Barnton Avenue				
cyc + walk	QuietRoute 60 Clermiston Junction	Feasibility study of existing junction with a view to making improvements that prioritise pedestrian/cycle movements				
cyc + walk	QuietRoute 9	Scheme 12: Corstorphine Road to South Gyle Broadway - crossings and cycle provision/path improvements inc. segregation				
cyc + walk	Roseburn Path - Union Canal	New off road path, bridges and park improvements.				
cyc + walk	North Edinburgh Path Network	Drainage and surface improvements				
cyc + walk	Innocent Tunnel Path	Installation of new lights within tunnel				
cyc + walk	Lower Granton Road	New / widened shared use path. From Trinity Road to Granton Square.				

cyc + walk	QuietRoute 6 (Grange Road Crossings)	New crossings and improvements to Lovers Loan.				
cyc + walk	Quiet Route 6 (Meadows to Castle Terrace)	Quiet Street improvements and new crossings.				
cyc + walk	Waterfront Promenade (West Shore Rd to Granton Harbour)	New off road seafront shared use path.				
cyc + walk	Barnton Ave West Golf Course link	Lighting of small path at end of golf course path				
cyc + walk	West Approach Road (part of Roseburn to Union Canal)	New off road path				
cyc + walk	QuietRoute 5 Holyrood Park	Improved paths and new crossings.				
cyc + walk	Newcraighall/Queen Margaret University Lighting Project	replace lamp columns in Newcraighall Park				
cyc + walk	Meadows - Union Canal	Segregated cycle lanes and toucan crossings on Home St and Brougham Pl. Footway and cycle improvements on Lochrin Pl and Tarvit St.				
cyc + walk	West Edinburgh Active Travel Network	Segregated cycle lanes, crossings, street improvements and new bridge over Fife Railway.				
cyc + walk	Meadows to George Street	Segregated cycle lanes and street improvements.				
cyc + walk	Little France Park	New path Little France Drive to The Wisp				
cyc + walk	Street Design Guidance	Continued development of detailed factsheets				
cyc	City-wide public bike parking	cycle rack installations				
cyc	Various locations along/near tram route	Cycle safety works at tram tracks crossing points.				
cyc	QuietRoute 8 (Roseburn - Gyle - main route)	Quiet Street improvements and new crossings.				
cyc	QuietRoute 8 (Roseburn - Gyle -links to Saughton park)	Quiet Street improvements and new crossings.				
cyc	Craiglockhart Rd North - link to Canal	Path widening and surfacing.				
cyc	QuietRoute 20 (Craigleith to Leith Walk)	Quiet Street improvements and new crossings.				
cyc	QuietRoute 61 (Niddrie to Moredun via BioQuarter)	Quiet Street improvements and new crossings.				

cyc	City Centre West to East link	Segregated cycle lanes, crossings and street improvements.				
cyc	QuietRoute 30 - Holyrood Park to Ratcliffe Terrace	Quiet Street improvements and new crossings.				
cyc	Marchmont Road - Kings Buildings	Advisory cycle lanes. New gyratory at Oswald Rd / Kilgraston Rd. Blackford Av / Main St Jctn upgrade.				
cyc	Forthquarter - Silverknowes Prom. (Granton Link)	Path widening on W Granton Rd at Morrisons. Path widening and crossing point on West Shore Rd to Link Forth Quarter Park with Silverknowes Prom.				
cyc	Fountainbridge/Dundee Street	Segregated link between Telfer Subway and Union Canal. Feasibility study of options for remainder of street				
cyc	Leith - Portobello (Water of Leith to Links Place)	On carriageway cycle provision.				
cyc	Residential cycle parking	On-street secure cycle parking application, consultation and TRO works through consultant				
cyc	Cultins Road shared footway	Begin discussions with land owners to agree sale or construction of adoptable path on verge to west of Cultins Road				
cyc	Sighthill Crossing link (into West Edinburgh Active Travel Network)	Changing junctions to prioritise cycle north south movements to and from the canal.				
cyc	Crewe Road South / Orchard Brae	On carriageway cycle provision.				
cyc	St.Leonards - Canongate/Holyrood Drive	On carriageway cycle provision Calton Rd, crossings, path improvements at Viewcraigs				
cyc	One-way street exemptions (Phase 1)	Signs, markings, traffic management.				
cyc	Bioquarter to Dalkeith Rd and Mayfield	Segregated cycleways and cycle/pedestrian paths				
cyc	A8 Gyle - Newbridge (QuietRoute 9)	Path widening between Ingliston Road and Eastfield Road + design of new junctions at Ingliston Road and Gogarstone Road.				
cyc	Pennywell Road	Pennywell Rd segregation and links to NEPN				

NOTES

1. The 'project type' column is intended to give a broad indication of the main beneficiaries of the project - ie 'walk' indicates project will principally benefit people on foot, 'cyc and walk' projects will have significant benefits for people both walking and cycling, 'cyc' projects will mainly benefit people cycling. It should be noted that it is difficult to precisely categorise projects and, in accordance with Edinburgh's Street Design Guidance, all projects will seek to benefit people both walking and cycling, as well meeting other objectives for the streets and paths concerned.
2. A map showing scheme locations is under development.
3. Most of the projects listed here are being led by the Council's Active Travel Team. Some projects with major active travel impacts (eg George St New Town, tram extension) are not included in this list.
4. 'Other work prior to implementing' includes work such as progressing legal orders and land acquisition
5. At present (May 2018) these projects are on hold. It is intended to review this status by end July 2018 with a view to re-starting work on some schemes, where possible.
6. Existing guardrail should be assessed for potential removal as part of as part of any projects where it is directly affected

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

A8 Cycleway Upgrade, Traffic Regulation Order

Item number	7.4
Report number	
Executive/routine	Executive
Wards	Almond
Council Commitments	16 , 17 , 18

Executive Summary

The Council, in partnership with Sustrans, is progressing a scheme to upgrade the A8 Cycleway, enhancing walking and cycling provision between Newbridge and South Gyle. This scheme supports walking and cycling policies detailed in the Council's Local Transport Strategy and Active Travel Action Plan.

To allow these improvements to be made, it is proposed to reduce the speed limit on the A8 between Ratho Station and Gogarburn Golf Club from the national speed limit (70mph on a dual carriageway) to 40mph. This report details the results of the statutory consultation for the Traffic Regulation Order required to lower the speed limit.

Five representations were received to the advertised Traffic Regulation Order. Two of these were objections, while three were expressions of support. These representations and the Council's responses to the two objections are detailed in this report.

A8 Cycleway Upgrade, Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the five representations received in relation to the advertised Traffic Regulation Order and the Council's comments in response; and
 - 1.1.2 sets aside the two objections received and makes the Traffic Regulation Order as advertised.

Background

- 2.1 The Council, in partnership with Sustrans, is progressing a scheme to upgrade the A8 Cycleway, enhancing walking and cycling provision between Newbridge and South Gyle. This scheme supports walking and cycling policies detailed in the Council's Local Transport Strategy and Active Travel Action Plan.
- 2.2 The A8 Cycleway upgrade is being delivered on a section by section basis between Newbridge and South Gyle Park. A plan showing the location of each section is appended to this report as Appendix 1.

Main report

- 3.1 Phases 1 and 2 of the project were completed in summer 2016 and summer 2017. These involved widening and resurfacing the existing paths along the A8 between:
 - 3.1.1 Lochend Road and Ratho Station;
 - 3.1.2 Middle Norton and the Norton House Hotel; and
 - 3.1.3 Hallyards Road and Ingliston Road.Path widening, lighting upgrades and large scale drainage improvements were also carried out in South Gyle Park.
- 3.2 Phase 3 designs are now being progressed that include significant upgrades to the junctions on the A8 at Ingliston Road and Gogarstone Road. The entrance to the access road to Easter Norton Farm at Eastfield Road Roundabout will also be improved.

- 3.3 It is proposed to alter the layout of the junction at Ingliston Road and to introduce traffic signal control, including toucan pedestrian and cycle crossing facilities across both roads. This will allow alighting bus passengers, walkers, and cyclists to cross the A8 on the desire line and at grade, instead of having to use the grade separated junction 500m further east at Eastfield Road. The new junction will incorporate a facility to allow right turn manoeuvres into and out of Ingliston Road during large events at the Ingliston Showground. These manoeuvres will not be permitted at other times.
- 3.4 It is also proposed to alter the junction at Gogarstone Road to make it easier and safer for walkers and cyclists to cross. To do this, it is necessary to remove the acceleration and deceleration slip lanes at the junction. During consultation for this project, crossing Gogarstone Road safely on a bike was highlighted as a concern.
- 3.5 In addition, Phase 3 includes improvements to the existing paths running parallel to the A8 between Newbridge and South Gyle. It is proposed that improvements will be made to the running surfaces and that path widths will be increased to 3.0m along the length of this section, wherever possible.
- 3.6 Reducing the speed limit to 40mph is required to:
- 3.6.1 allow signalisation of the junction of the A8 and Ingliston Road and the introduction of pedestrian and cycle crossing facilities; and
 - 3.6.2 allow the removal of the acceleration and deceleration lanes at the junction at Gogarstone Road.
- 3.7 Reducing the speed to 40mph will also:
- 3.7.1 reduce the likelihood of a bus being rear ended while turning into a bus layby as well as making it safer for buses to re-join the main traffic flow;
 - 3.7.2 provide similar safety benefits at other lay-bys along the A8;
 - 3.7.3 provide a consistent speed limit along the whole length of the A8 between Newbridge and Gogar Roundabouts;
 - 3.7.4 provide a safer environment for pedestrians and cyclists attending events at the Ingliston Showground; and
 - 3.7.5 reduce the risk of collisions and make crossing movements safer at existing side road junctions and accesses.
- 3.8 During large events at the Ingliston Showground, the speed limit on this section of the A8 is temporarily reduced to 40mph to allow event traffic to cross the carriageway at Ingliston Road and the main show ground field accesses. A permanent reduction in the speed limit would negate the requirement for Temporary Traffic Regulation Orders to be promoted for this purpose throughout the year.
- 3.9 Outwith busy traffic periods, when traffic on the A8 is relatively free flowing, the difference in journey times between travelling along this section of the A8 at 70mph and at 40mph is approximately one minute.

- 3.10 A plan showing the section of road to be reduced to 40pmh is appended to this report as Appendix 2.
- 3.11 The Traffic Regulation Order to reduce the speed limit was advertised between 23 March and 17 April 2018. Five representations were received. Two of these were objections, while three were expressions of support. These representations and the Council's responses to the two objections are appended to this report as Appendix 3.
- 3.12 The main concern raised by the two objectors was a concern over perceived increases to journey times.
- 3.13 This report recommends repelling the two objections and making the Traffic Regulation Order as advertised.

Measures of success

- 4.1 Should the Order be approved; the measures of success will be increased levels of cycling and walking along the A8 Cycleway and reduced risk of collisions.

Financial impact

- 5.1 The costs associated with the Traffic Regulation Order are estimated at £2,000.
- 5.2 The costs to implement the proposed Phase 3 improvements will be approximately £300,000. These costs will be met from the block funding allocation for Cycling Improvements within the Transport Capital Investment Programme, which is being supplemented by an external funding award from Sustrans and possible 3rd party investment.

Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any risk, governance, compliance or regulatory implications arising from the proposals set out in this report.

Equalities impact

- 7.1 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's cycling infrastructure, and making it more attractive and accessible for less confident cyclists, including children.
- 7.2 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling and promoting healthier forms of travel.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been considered.
- 8.2 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

Consultation and engagement

- 9.1 Statutory consultation was undertaken as part of the Traffic Regulation Order process. The draft Order was advertised between 23 March and 17 April 2018.

Background reading/external references

- 10.1 Active Travel Action Plan
http://www.edinburgh.gov.uk/info/20037/policies_plans_and_strategies/341/transport_policy

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Senior Manager, Transport Networks

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

Appendices

- Appendix 1 Plan showing the sections of the A8 Cycleway Upgrade
- Appendix 2 Plan showing the section of A8 to be reduced from national speed limit (70mph) to 40mph
- Appendix 3 Representations and the Council's responses to objections

Bryan Mackie

From: Traffic Orders
Sent: 03 April 2018 11:40
To: [REDACTED]
Subject: RE: TRO/17/90 A8 Glasgow Road Edinburgh

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email objecting to the proposed reduction in speed limit from 70mph to 40mph on part of A8 Glasgow Road, Edinburgh.

Your comments have been passed to the officer in charge of the project and a response shall be sent to you in due course. In the meantime, the proposal shall remain on hold pending the outcome of the matter.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place
City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ
Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

From: [REDACTED]
Sent: 30 March 2018 19:58
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: TRO/17/90 A8 Glasgow Road Edinburgh

I am writing to OBJECT STRONGLY to the proposed change in speed limit to 40 mph along the length of the A8 from Ratho Station to Gogar roundabout.

The statement of reasons provided by the council is nothing other than yet another poorly thought out attempt at providing cycle track provision that will be used by, at best, a tiny fraction of the people who use the route daily.

I hope that serious consideration will be given to withdrawing this order.

Regards,

[REDACTED]

Bryan Mackie

From: Traffic Orders
Sent: 03 April 2018 11:43
To: [REDACTED]
Subject: RE: OBJECTION to TRO/17/90 A8 Glasgow Road, Edinburgh

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email objecting to the proposed reduction in speed limit from 70mph to 40mph on part of A8 Glasgow Road, Edinburgh.

Your comments have been passed to the officer in charge of the project and a response shall be sent to you in due course. In the meantime, the proposal shall remain on hold pending the outcome of the matter.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ
Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

-----Original Message-----

From: [REDACTED]
Sent: 01 April 2018 23:24
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: OBJECTION to TRO/17/90 A8 Glasgow Road, Edinburgh

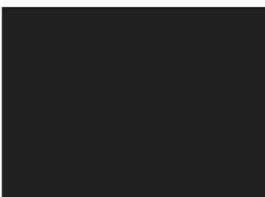
I would like to formally object to the proposal to reduce the speed limit from 70 mph to 40 mph on the A8 Glasgow Road.

This proposal is absolutely farcical and is entirely at odds with a council that is allegedly working on behalf of residents and commuters in the west side of Edinburgh.

Both Edinburgh council and West Lothian council continue to sanction the building of more houses with no thought to the traffic infrastructure in the area which means a journey from Uphall to Edinburgh on a working day between 7-8am now takes 15 minutes more than it did 5 years ago.

To then propose to reduce the limit by 30 mph at all times including non peak times makes no sense whatsoever.

I would therefore ask that I receive a full written response from the person responsible for this nonsense proposal fully detailing the rationale for this along with their thoughts on how they feel this will have any benefits to the long suffering daily commuters into the 'anti car driving' Edinburgh area.



Bryan Mackie

From: Traffic Orders
Sent: 03 April 2018 15:53
To: [REDACTED]
Subject: RE: TRO/17/90

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email supporting the reduction of speed limit from 70mph to 40mph on part of the A8 Glasgow Road, Edinburgh. I have passed your email to the officer in charge of the project for their information.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place
City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ
Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

From: [REDACTED]
Sent: 03 April 2018 15:33
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: TRO/17/90

Dear Sir/Madam

I fully support the proposal to introduce a 40 mph limit between South Gyle and Newbridge. I have always found this section of road difficult and dangerous, because different parts are subject to different speed limits, and these limits are sometimes difficult to see particularly when traffic are overtaking. I can see little advantage to having variable limits, and a great deal of additional safety will come from having a uniform limit.

Many thanks

[REDACTED]

[REDACTED]



Bryan Mackie

From: Traffic Orders
Sent: 05 April 2018 09:55
To: [REDACTED]
Subject: RE: TRO/17/90 - A8 40mph

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email supporting the reduction of speed limit from 70mph to 40mph on part of the A8 Glasgow Road, Edinburgh. I have passed your email to the officer in charge of the project for their information.

Kind regards

Sharon Lansdowne

Transport Officer, Traffic Orders, Place City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

-----Original Message-----

From: [REDACTED]
Sent: 03 April 2018 18:55
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: TRO/17/90 - A8 40mph

Please let it be noted I support this TRO unconditionally

My details are

[REDACTED]

Bryan Mackie

From: Traffic Orders
Sent: 05 April 2018 10:59
To: [REDACTED]
Subject: RE: Traffic Order TRO/17/90, A8 Glasgow Road

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email supporting the reduction of speed limit from 70mph to 40mph on part of the A8 Glasgow Road, Edinburgh. I have passed your email to the officer in charge of the project for their information.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place
City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ
Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

From: [REDACTED]
Sent: 04 April 2018 16:01
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: Traffic Order TRO/17/90, A8 Glasgow Road

THE CITY OF EDINBURGH COUNCIL
A8, GLASGOW ROAD, EDINBURGH (40 MPH SPEED LIMIT) ORDER 201_ - TRO/17/90

I use this route for cycling and occasionally driving. Cycling safety and enjoyment would be increased by a 40mph limit for motor vehicles.

As a driver I see no problems with a 40mph limit on the full stretch of road. Much of it is 40mph already. Housing at Ratho Station would benefit from noise reduction as well.





Date	May 2018
Your ref	
Our ref	TRO/17/90



TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 1 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

There have been several reports in recent years of near misses, arising from pedestrians attempting to cross the A8 at Ingliston Road. Unfortunately, there has also been one incident in which a pedestrian sustained a serious injury. At present the only safe provision for pedestrians to cross the A8 near this location is to make a ½ mile journey down the slip roads to Eastfield Road.

In addition, during a 2015 consultation on proposals to improve the paths along the A8, the junction of Gogarstone Road and the A8 was identified by those who walk and cycle as the most dangerous junction between Newbridge and Gogarburn.

A reduction in speed limit to 40mph will allow the Council to make various improvements along this stretch of road, including the introduction of signalised 'at grade' crossings over the A8 and Ingliston Road, along with path widening, improvements to sightlines and improved crossing provision at Gogarstone Road.

These improvements will benefit:

- those who choose to walk or cycle along this route
- those with mobility impairments or who use push chairs
- those visiting Ingliston Show Ground by foot or bike
- those visiting Ingliston Show Ground by car during large events
- pedestrians wishing to use the facilities at the BP garage
- bus passengers alighting at this location
- the residents of Middle Norton

We also believe that the proposed reduction in speed limit will reduce problems with vehicles exceeding the existing 40mph speed limit in Ratho Station.

The speed limit on the A8 is already temporarily reduced to 40mph during large events at Ingliston Show Ground and while verge maintenance operations are underway.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys.

The promotion of this TRO is in line with established Council policy *to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure*, as outlined in its [Active Travel Action Plan](#).

If you wish to now withdraw your objection, can you please let me know by Sunday 3 June 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

It is intended to report on all objections received to the TRO, and not subsequently withdrawn, to the Council's Transport & Environment Committee on 9 August 2018. The Committee will consider the objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Bryan Mackie
Transport Officer (Active Travel)

cc TrafficOrders@edinburgh.gov.uk

Bryan Mackie, Transport Officer (Active Travel), Planning and Transport
C2, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3778 bryan.mackie@edinburgh.gov.uk

[REDACTED] Date May 2018

Your ref

Our ref TRO/17/90

Dear [REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 30 March 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

There have been several reports in recent years of near misses, arising from pedestrians attempting to cross the A8 at Ingliston Road. Unfortunately, there has also been one incident in which a pedestrian sustained a serious injury. At present the only safe provision for pedestrians to cross the A8 near this location is to make a ½ mile journey down the slip roads to Eastfield Road.

In addition, during a 2015 consultation on proposals to improve the paths along the A8, the junction of Gogarstone Road and the A8 was identified by those who walk and cycle as the most dangerous junction between Newbridge and Gogarburn.

A reduction in speed limit to 40mph will allow the Council to make various improvements along this stretch of road, including the introduction of signalised 'at grade' crossings over the A8 and Ingliston Road, along with path widening, improvements to sightlines and improved crossing provision at Gogarstone Road.

These improvements will benefit:

- those who choose to walk or cycle along this route
- those with mobility impairments or who use push chairs
- those visiting Ingliston Show Ground by foot or bike
- those visiting Ingliston Show Ground by car during large events
- pedestrians wishing to use the facilities at the BP garage
- bus passengers alighting at this location
- the residents of Middle Norton

We also believe that the proposed reduction in speed limit will reduce problems with vehicles exceeding the existing 40mph speed limit in Ratho Station.

The speed limit on the A8 is already temporarily reduced to 40mph during large events at Ingliston Show Ground and while verge maintenance operations are underway.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys.

The promotion of this TRO is in line with established Council policy *to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure*, as outlined in its [Active Travel Action Plan](#).

If you wish to now withdraw your objection, can you please let me know by Sunday 3 June 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

It is intended to report on all objections received to the TRO, and not subsequently withdrawn, to the Council's Transport & Environment Committee on 9 August 2018. The Committee will consider the objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Bryan Mackie
Transport Officer (Active Travel)

cc TrafficOrders@edinburgh.gov.uk

Bryan Mackie, Transport Officer (Active Travel), Planning and Transport
C2, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3778 bryan.mackie@edinburgh.gov.uk

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Parking Action Plan: Implementing the Parking Permit Diesel Surcharge

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18 and 19

Executive Summary

At its meeting on [17 May 2018](#) Committee approved a report on the Parking Action Plan which included the results of the diesel surcharge public consultation. It was noted that a further report on more detailed proposals for the implementation of a resident permit surcharge to diesel vehicles would be submitted to Committee in August 2018.

The report provides further details on these proposals and gives indications of the likely timescales required to introduce such a charge.

Parking Action Plan: Implementing the Parking Permit Diesel Surcharge

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the introduction of the resident permit diesel surcharge as detailed in this report; and
 - 1.1.2 approves the commencement of the necessary legal process to implement the diesel surcharge.

2. Background

- 2.1 In [June 2016](#), Committee approved the Parking Action Plan (PAP) to help deliver accessibility and transport improvements across the city in support of the Local Transport Strategy.
- 2.2 One of the Actions within the PAP (Action 9) was to comprehensively review all parking related charges and develop a Pricing Strategy to steer the approach of future parking prices, in relation to parking permits and public parking charges.
- 2.3 As part of the development of the Pricing Strategy, a report was submitted to Committee in [August 2017](#) proposing the introduction of a surcharge on residents' parking permits issued to diesel vehicles.
- 2.4 At that meeting, Committee requested that a three months public consultation be launched regarding the proposals to seek the views of residents. The results of the public consultation were reported to Committee in [May 2018](#). That report indicated that a further report would be submitted within one cycle providing more details on the proposed implementation of the diesel surcharge.

3. Main report

- 3.1 As part of the PAP Pricing Strategy review, parking permit schemes in other similar sized local authorities were reviewed to help identify potential improvements. This process revealed that several such authorities had introduced a surcharge on residents' parking permits issued to diesel vehicles.

- 3.2 The benchmarking process revealed that these additional charges were applied in response to the negative impact on air quality that diesel-fuelled cars were having within UK towns and cities. These vehicles produce much more harmful emissions, such as particulate matter and Nitrous Oxides, than their petrol counterparts and this is not reflected in their CO2 emissions data.
- 3.3 Applying a separate permit charge for diesel-fuelled vehicles gives those local authorities another means of encouraging their owners to consider the impact of their vehicle choice on both the environment and on local air quality. Diesel vehicles produce lower CO2 g/km than their petrol equivalents but their higher emissions of particulate matter and Nitrous Oxides are not reflected in the Council's residents' permit price structure.
- 3.4 Applying national trends to Edinburgh's approximately 24,000 residents' permit holders suggests that there are around 8,000 permit holders with diesel vehicles in the city.
- 3.5 At its meeting in May 2018, Committee approved the introduction in principle of a diesel surcharge to residents' permits issued within Edinburgh and requested further detail on how such a surcharge would be implemented.

Proposal Development

- 3.6 During Committee's discussions, concern was noted regarding applying such a charge to existing diesel permit holders who had purchased their vehicles in good faith at a time when the UK Government prioritised the reduction of CO2 and incentivised diesel vehicles.
- 3.7 That being the case there is scope to introduce the surcharge for new permit holders or existing permit holders changing to diesel vehicles but omit those who currently own a diesel car.
- 3.8 The introduction of any measure that would encourage a reduction in the number of diesel vehicles using our roads should be considered a positive step towards improving air quality. There is, however, no desire to penalise those drivers who have purchased their current vehicle in good faith. It is also recognised that many residents might be unable to afford to change their vehicle at short notice.
- 3.9 However, the introduction of an additional charge on diesel vehicles that allows permit holders more time to prepare for the changes may have a greater impact on people when considering their next vehicle choice and ultimately result in fewer diesel-fuelled vehicles using our roads.
- 3.10 Ultimately, the aim of the proposal is to reduce the number of diesel vehicles in Edinburgh and improve air quality, it is not to generate additional revenue. Should vehicle choices change, as hoped and expected, residents need not pay the surcharge.

Detailed Implementation Proposal

- 3.11 Based on the results of the public consultation and Committee discussion, the following proposal has been developed and is recommended for implementation.

Table 1: Proposed Diesel Surcharge Implementation

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£0	£40	£40
Year 2	£0	£40	£40
Year 3	£0	£40	£40

- 3.12 The above table illustrates that the diesel surcharge would not apply to existing residents' permit holders with diesel vehicles. It is intended that this would continue for as long as they owned the vehicle and remained a permit holder.
- 3.13 Should permit holders move to another residential property but stay within the Controlled Parking Zone (CPZ) the exemption would still apply. However, should permit holders either allow their parking permit to expire without renewing or move out of the CPZ but return at a future date, then the diesel surcharge would apply as they become a new permit holder.
- 3.14 Existing diesel vehicle owners would see no change in their permit price for as long as they keep the same vehicle. The surcharge would only apply where an existing permit holder replaced an existing vehicle with a diesel one, whether new or used, or where a new permit holder was the owner of a diesel vehicle.
- 3.15 The table also indicates that the surcharge will apply from Year 1 to any new permit holders with a diesel vehicle.
- 3.16 This approach allows existing permit holders additional time to consider their next vehicle choice and change their vehicle without penalising them for previous decisions.
- 3.17 The proposal involves a "flat-rate" approach that applies regardless of whether the permit holder resides in a central, peripheral or extended zone or a Priority Parking Area. This approach recognises the indiscriminate impact on air quality, health and the environment of diesel vehicle ownership, regardless of where the permit holder lives.
- 3.18 Parking permits can be issued for two vehicles but only one vehicle can use the permit at one time. These parking permits are called merged permits. It is expected that such permits will follow the same conditions and the addition of a diesel vehicle will activate the surcharge. Should two diesel vehicles be added to a permit, only one surcharge amount would be applied per permit.

- 3.19 It is not anticipated that the surcharge will apply to permit holders who hold a disabled persons' blue badge as they are currently exempt from the permit charge.
- 3.20 Should the blue badge no longer be required then the same conditions would apply as any other permit holder, with the charge only being incurred should they change to or replace an existing vehicle with a diesel-fuelled one.
- 3.21 The charges in Table 1 apply to the issue of annual permits only. Surcharges on parking permits purchased for three and six months will reflect the differential applied to permits purchased for shorter periods as set out in the permit price structure.
- 3.22 The charge will not be automatically increased in line with RPI; as is the case with parking permit prices, however the price will be reviewed at the same time.

4. Measures of success

- 4.1 The primary measure of success will be the reduction in the number of diesel vehicles being used by permit holders in Edinburgh.
- 4.2 In addition, it is expected that this measure will help contribute toward improving local air quality and reducing pollution within the city centre.

5. Financial impact

- 5.1 The recommendations contained within this report are likely to require a development to the Council's permit management software and this will be met from within existing parking budgets.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 It is not proposed to apply the diesel surcharge to residents' permit holders who hold a disabled persons' blue badge and are eligible for permit free of charge.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

- 8.2 It is anticipated that the proposal to introduce a diesel surcharge on residents' parking permits will have a positive impact in reducing harmful particulate matter and Nitrous Oxides, improving air quality in Edinburgh.

9. Consultation and engagement

- 9.1 A three months public consultation on the proposals was conducted and the results were previously reported to Committee in May 2018.
- 9.2 The introduction of a diesel surcharge will require the processing of a Traffic Regulation Order. As specified within the governing legislation, any changes made by a traffic order is subject to a full, statutory consultation process, during which any interested party may comment on or object to the proposals. The traffic order process will also involve consultation with a wide range of stakeholders representing those likely to be affected by the proposals.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

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

11. Appendices

Appendix 1: Diesel Surcharge Option Development.

Appendix 1: Diesel Surcharge Implementation Options

Background

The results of the public consultation, reported to the Transport and Environment Committee in May 2018, identified that residents were concerned about the health impacts of poor air quality and that there is a desire for action to be taken to address this problem now.

Committee recognised that the introduction of a diesel surcharge would help to enhance local air quality in the city centre by tackling the emission of pollutants and harmful particulates produced by diesel vehicles. However, there were concerns, which also arose during the public consultation, regarding applying an additional charge to all permit holders with diesel vehicles. It was considered that many residents had purchased diesel vehicles in good faith at a time when government recommendations prioritised the reduction of CO₂ and incentivised the purchase of diesel cars.

A number of options were developed to enable the introduction of the surcharge but to take account of such mitigated factors as described above. It was also considered that permit holders should be allowed additional time to prepare for the implementation of the proposals.

Committee requested a further report outlining more detailed information on the possible implementation of the diesel surcharge. This appendix details a number of different possible structures that could be introduced and makes suitable recommendations based on these options.

Options

A) New Only: the £40 surcharge would only apply to new permit holders who have a diesel vehicle or to existing permit holders who choose to change their vehicle to a new diesel powered one.

Prices

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£0	£40	£40
Year 2	£0	£40	£40
Year 3	£0	£40	£40

Pros	Cons
<ul style="list-style-type: none">• Doesn't penalise existing permit holders• Greatest deterrent for permit holders considering a new diesel vehicle	<ul style="list-style-type: none">• High price from the outset for new permit holders• Doesn't change behaviour of existing diesel motorists• Could encourage people to buy diesel vehicles now

B) New Only - Gradual: only applies to new permit holders who have a diesel vehicle or to existing permit holders who change their vehicle to a diesel powered one, but is introduced gradually over three years.

Prices

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£0	£10	£10
Year 2	£0	£20	£20
Year 3	£0	£40	£40

Pros	Cons
<ul style="list-style-type: none"> • Doesn't penalise existing permit holders • Gradual price increase for new diesel permit holders. 	<ul style="list-style-type: none"> • Doesn't change behaviour of existing diesel motorists • Reduced disincentive for people considering new diesel vehicles • Could encourage people to buy diesel vehicles now • More complicated to implement/confusing for drivers

C) All - Gradual: applies to all diesel vehicles from start but charge level increases gradually over three years to the full charge level.

Prices

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£10	£10	£10
Year 2	£20	£20	£20
Year 3	£40	£40	£40

Pros	Cons
<ul style="list-style-type: none"> • Encourages all diesel owners to consider changing their vehicle. • Treats all diesel motorists equally. • Gradual price increases allow additional time for all diesel permit holders. 	<ul style="list-style-type: none"> • Surcharge applies to existing diesel permit holders • Reduced disincentive for people considering diesel vehicles • No disincentive for existing diesel permit holders to switch fuel-type as same charge applies. • More complicated to implement/confusing for drivers

D) All - Gradual - Low/High: a lower charge for existing permit holders, a medium level for existing permit holders changing to a diesel vehicle and a higher charge for new diesel vehicle owners. All charges rise gradually over an initial implementation period.

Prices

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£0	£10	£20
Year 2	£10	£20	£40
Year 3	£20	£40	£40

Pros	Cons
<ul style="list-style-type: none"> • Allows more time to prepare for charge for all permit holders • One-year delay for existing diesel permit holders • Encourages all diesel owners to consider changing their vehicle • Gradual price increases for all diesel owners. 	<ul style="list-style-type: none"> • Surcharge applies to existing diesel permit holders • May not allow sufficient time for people to prepare for changes • Reduced disincentive for people considering diesel vehicles • Very complicated pricing structure to identify relevant price

E) All - Low/High - applies to all permit holders but at a lower cost for existing holders and a higher price for new diesel car owners.

Prices

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£10	£40	£40
Year 2	£10	£40	£40
Year 3	£10	£40	£40

Pros	Cons
<ul style="list-style-type: none"> • Greatest deterrent for people considering new diesel cars • Encourages all diesel owners to consider changing their vehicle 	<ul style="list-style-type: none"> • Surcharge applies to existing diesel permit holders • No time allowed for permit holders to prepare for changes • Different price categories may be confusing

For the avoidance of doubt, it is considered that when an existing permit holder, i.e. petrol or diesel, changes their permit to a different diesel vehicle the surcharge would apply regardless of whether that vehicle is new (registered for the first-time) or is a second-hand model.

Recommendation

It is considered that Option A is the most suitable proposal that takes into account the previous decisions of existing diesel permit holders and also reflects the outcomes of the public consultation and the issues discussed at Committee in May 2018.

Year/ Charge	Existing Permit Holders (same vehicle)	Existing Permit Holders (changing to, or replacing an existing, diesel vehicle)	New permit holders with diesel vehicles
Year 1	£0	£40	£40
Year 2	£0	£40	£40
Year 3	£0	£40	£40

This option addresses these concerns whilst still encouraging a change in vehicle choices which will help to improve air quality in Edinburgh.

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Strategic Review of Parking, Edinburgh

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

Executive Summary

At its meeting of 17 May 2018 Committee considered two items in respect of parking issues. The first, a [petition](#) on parking issues in the Leith Central area (LCA), called for measures:

- “To give parking priority to residents within those areas of LCA beyond the current controlled parking zones.”

Committee also approved a Motion from Councillor MacInnes in relation to parking in the Corstorphine area. The Motion asked Committee to note that:

- there have been ongoing problems of excessive commuter and holiday parking in Corstorphine;
- 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; and
- asked officers to proceed to the next stage of the process by issuing a residents’ survey before the summer recess. (This has been done.)

This report provides further detail on the proposed strategic approach to parking issues and explains how the approach accommodates the areas described above, along with other areas already approved for investigation.

Strategic Review of Parking, Edinburgh

1. Recommendations

- 1.1 It is recommended that the Council:
 - 1.1.1 notes the detail of the proposed strategic approach to reviewing parking across the city; and
 - 1.1.2 notes that those areas where parking issues have already been highlighted to the Council and where investigations are either ongoing or have been approved have been given the highest priority.

2. Background

- 2.1 The Controlled Parking Zone (CPZ) was initially introduced in 1973 and remained largely unchanged in terms of its area until 2006, when the CPZ Extension added nine new zones. The new zones, introduced in response to parking pressures around the original CPZ boundary, effectively doubled the area covered by the CPZ.
- 2.2 Since the CPZ was extended, parking pressures have been addressed mainly by the introduction of Priority Parking Areas, a low-cost approach designed to assist residents in parking near to their homes. With a rising number of residents contacting the Council about parking issues in their area, the Council's Parking Action Plan called for a protocol that would assist in dealing with requests for new controls. That protocol was approved by Committee in [August 2017](#).
- 2.3 Since the protocol was approved, there has been increased pressure on the Council to take action in a number of key locations in the city. Recent requests include not only the Corstorphine and Leith Central areas, but also areas such as Shandon, Moredun, the Inch and south Morningside. Where previously these areas would have been considered in isolation, it is now considered that a more strategic approach is required.
- 2.4 This report provides details of the approach that is now being taken, as well as providing updates on the areas that are already being investigated. This report will also explain how ongoing or previously agreed investigations will be dovetailed into a more strategic approach.

3. Main report

- 3.1 Edinburgh is a city that affords those who live, work and visit a variety of forms of transport that do not rely on private vehicle use:
 - 3.1.1 Bus and train services link not only the city and its environs, but also serve outlying towns and areas that lie much further afield;
 - 3.1.2 The Edinburgh Tram provides quick and reliable service through the densely populated suburbs of west Edinburgh to the East End;
 - 3.1.3 Regular rail services serve the central belt and beyond; and
 - 3.1.4 A significant percentage of the Council's Transport budget is committed to improving facilities for cyclists.
- 3.2 Nonetheless, many of those who work and visit our city still rely heavily on the use of private vehicles.
- 3.3 In many instances commuters will simply choose to park in the nearest uncontrolled area to their destination. Whilst some of this parking takes place in largely commercial areas, much of it occurs in residential areas, or in close proximity to local centres and local bus routes.
- 3.4 In residential areas commuter parking can be highly inconvenient for residents, taking up space that should be available for residents themselves, their visitors or trades people. In local centres commuter parking not only impacts on residents, but can also have a significant impact on the ability of shoppers and other visitors to access local businesses and services. With commuters arriving in some areas as early as 6am, the spaces closest to local shops and businesses are taken by those who park all day, leaving legitimate visitors and shoppers little alternative to park further afield, or to go elsewhere.
- 3.5 Inconsiderate parking, where cars are parked without apparent thought for other users can not only make it difficult for residents to access their homes or use their driveways but can also have a negative impact on road safety.
- 3.6 Through complaints that the Council receives in regard to parking, correspondence with ward Councillors and discussions with Community Councils across Edinburgh, it is increasingly apparent that commuter parking is not limited to the city centre. The many requests for parking controls or permit schemes led directly to the creation of the "Controlled Parking Zone and Priority Parking Protocol", which was approved by Committee on 10 August 2017.
- 3.7 The protocol sets out the Council's approach to requests for new parking controls, providing details of the criteria that must be met before the Council will enter into an investigative process. A copy of the protocol can be found in Appendix 1 to this report.

- 3.8 However, the protocol also explains that the Council may elect to take action on strategic grounds, entering into investigations where it is considered that there may be merit in considering new parking controls for one of the following reasons:
- 3.8.1 Traffic Management;
 - 3.8.2 Supporting local or national transport policy objectives;
 - 3.8.3 Major redevelopment; and
 - 3.8.4 Economic Development.
- 3.9 It is evident that there has been increased interest in parking controls within the last 18 months to two years. The petitions alone that have been brought to this Committee, from areas like Shandon, Leith Central and south Morningside, show a rise in concern about the impact of commuter traffic and parking and that there is a desire to see the Council take action and consider further CPZ controls.
- 3.10 Considering areas like Leith Central and Shandon in greater detail, along with areas such as Corstorphine where an investigation into the need for parking controls is already under way, each of these areas are smaller parts of a larger whole, where observations and correspondence alone suggest that parking pressures already extend beyond the previously identified areas.

A Strategic Approach

- 3.11 While it has been the case that the Council's approach has been to only take action on parking problems where there is strong support, it is now considered that there is a need for a more strategic review of parking across the Edinburgh area.
- 3.12 While there are existing commitments to conduct investigations in some areas of the city, the extent of those investigations tends to be set by existing ward or Community Council boundaries, or limited geographically to those areas where there are sufficient parking issues to elicit public interest or support.
- 3.13 A strategic review will have the ability to look beyond such boundaries, using a consistent approach to assess parking issues wherever they occur and consider the overall impact of potential new parking controls both in the wider local area and across the city.
- 3.14 This review will consist of a study designed to identify the location, extent and severity of existing parking pressures in all areas of the city and its satellite towns and villages.
- 3.15 The aim of the study is to provide the Council with sufficient information to determine where there is an immediate need for parking controls to be considered, the extent of any potential controls, as well as where parking controls might be required in future. With the potential displacement of parking pressures being a significant concern, the review will aim to identify such potential and identify the need to consider different types of control in order to ensure that problems are not simply displaced or relocated.

- 3.16 The review will also look at parking in Council-run car parking areas across the city, assessing their usage and determining whether there might be any benefit from improved management of these facilities.
- 3.17 The study splits the city into six work packages, consisting of five geographical areas and one package containing specific sites. Each work package area will be separately assessed, with the order of assessment having been chosen to represent the existing hierarchy of investigation priority. The six work packages are as follows:
- 3.17.1 West Edinburgh (including Corstorphine);
 - 3.17.2 South West Edinburgh;
 - 3.17.3 East Edinburgh (including Leith);
 - 3.17.4 South East Edinburgh;
 - 3.17.5 North Edinburgh; and
 - 3.17.6 Specified Locations.
- 3.18 Plans showing the extent of these areas can be found in Appendix 2 of this report.

4. Measures of success

- 4.1 The primary measure of success will be the successful completion of the six work packages to investigate parking pressures around Edinburgh.

5. Financial impact

- 5.1 The review will be split into a series of small work packages, each of which will incur a separate cost upon completion. It is anticipated that the total cost of conducting the review will be approximately £100,000.
- 5.2 This cost will be met from within an existing budget allocation within Parking Operations.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. There are considered to be no equalities impacts as a direct result of this report. Further consideration will need to be given to the potential Equalities Impacts should any outcomes from the proposed study result in proposals for parking controls.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.
- 8.2 Any potential parking controls arising from the study described in this report would be designed to help achieve a sustainable Edinburgh through encouraging use of public transport and active travel. Any measures designed to manage parking demand will create equality of opportunity and parking controls will provide for improved road safety and improved accessibility for those who have mobility issues.
- 8.3 Managing parking availability would be anticipated to have a positive impact on pollution and air quality within the city centre.

9. Consultation and engagement

- 9.1 In respect of the areas described in this report, there has been significant engagement with elected members and, in some cases, the local community and Community Councils. Should the study described in this report result in proposals designed to address parking pressures, then extensive further consultation and engagement would be conducted in advance of any final decisions being taken.
- 9.2 Any parking proposals that arise from the described study will also require a traffic order process, which involves further public consultation as part of the legal process.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 10 August 2017 entitled Delivering the Local Transport Strategy 2014-2019 - Parking Action Plan
- 10.2 Petition considered by the Transport and Environment Committee on 17 May 2018 entitled "Improving Parking in the Leith Central Area"

10.3 Motion considered by the Transport and Environment Committee on 17 May 2018 entitled “Corstorphine Parking”

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 – Controlled Parking Zone and Priority Parking Protocol

Appendix 2 – Review Area Plans

CONTROLLED PARKING & PRIORITY PARKING PROTOCOL



Date	Version	Update notes
20 March 2017	Version 1	

CONTENTS		
Section	Title	Page
	Introduction	4
1	Overview of Parking Controls	5
2	Investigation criteria for new CPZ or PPA	6
3	Ex-Housing roads and car parks	8
4	Extension of parking controls into new or otherwise uncontrolled roads within the CPZ	9
5	Procedures	11
	Appendices:	
	• A - Parking pressures and their impact	13
	• B - Parking Controls: Controlled Parking Zones	14
	• C - Parking Controls: Priority Parking Areas	16

INTRODUCTION

This protocol puts in place a standard procedure for dealing with any requests for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). It defines the conditions required before the Council will commit to a full investigation into the potential introduction of parking controls, as well as setting out a monitoring and recording strategy designed to ensure that the Council acts where:

- a) There is a need for parking controls; and
- b) There is support for parking controls

The scope of this document is limited to considering requests for:

1. New CPZ;
2. New or extended PPA;
3. Extension of parking controls into ex-Housing roads and/or car parks located within the CPZ or PPA; and
4. Extension of parking controls into otherwise uncontrolled areas within the CPZ or PPA.

The purpose of the Protocol is to ensure:

- a consistent approach when dealing with requests for new parking controls;
- that new controls are considered and investigated only where their introduction can be justified by:
 - the existence of quantifiable parking pressures and
 - evidence of significant support for such measures
- that requirements and policies are clear to members of the public, elected members and all Council officers who work within the Parking function or who might deal with parking-related enquiries from members of the public;
- that there is clear guidance to Community Councils and other residents' groups or business groups on the processes and requirements for new controls;
- that there is a centrally held record of all requests for new controls where monitoring and investigation data is easily accessible; and
- that there is a single point of reference for the Council and members of the public.

Section 1 – Overview of Parking Controls

Parking controls can provide an efficient means of managing the demand for parking space providing significant benefits over an uncontrolled situation.

Parking controls can help to:

- determine who may park and how long they may park for;
- create a turnover of vehicles using parking spaces, maximising the usage of each space and creating accessibility that often does not exist if the space is taken up by long stay parking;
- prioritise space for residents;
- provide opportunities for visitors;
- assist disabled people or those who have mobility problems, improving accessibility to shops and businesses, as well to family and friends;
- reduce car ownership, tackle congestion and improve air pollution.

Existing parking controls in Edinburgh generally take the following forms:

- CPZ: All of the available space is controlled either by yellow lines or by parking places. Permit parking protects the ability of residents to park, while pay-and-display parking creates opportunities for visitors to the area.
- Standalone parking places: Specific parking places introduced to serve a purpose, such as disabled persons' parking places, loading bays or limited waiting near to local shopping.
- PPA: Some of the available space is allocated as permit parking, operating for a short period each day. This prevents commuters from using these spaces, improving the ability of residents and their visitors to be able to park near to their homes.
- Yellow lines: Provided to prevent parking and, in some instances, loading, from taking place in locations where parked vehicles could obstruct traffic or pose a hazard to other users.

This protocol will concentrate on those forms of control which would typically be used as a means of addressing concerns related to parking pressure:

1. CPZ
2. PPA

Requests for other forms of parking restrictions are not covered by this protocol and will continue to be considered on their individual merits.

Further details regarding the operation of both CPZ and PPA can be found in the Appendices.

Section 2 – Investigation criteria for new CPZ or PPA

Before the Council will commit to a detailed investigation into the potential introduction of any new CPZ or PPA, certain criteria will have to be met.

In each case where the Council has been asked to introduce a residents' permit scheme, each of the criteria listed in Part A must be met before any investigation can commence.

In other cases, the Council may determine, for one of the reasons in Part B, that there is a need for parking controls.

Part A

- **There must be indications of parking pressures generated by non-residential vehicles.**

It must be possible, through on-site observations, to determine that there is pressure on parking that is not attributable to residential parking. Those pressures could be the result of commuter parking, by shoppers or other visitors parking within the area. The resulting pressures should be of a magnitude that would make it difficult for residents or other visitors to find a parking space.

Parking controls will not be considered in areas where levels of car ownership by residents is either the sole or main cause of parking pressure.

- **Controls will only be considered on an area basis.**

Single streets, or small groups of streets, will not normally be considered. New parking controls should cover areas of sufficient size to prevent, or at least minimise, the likelihood of parking pressures migrating to the next uncontrolled area. The extents of the area under consideration may be determined by any feature likely to affect the spread of parking pressures, such as:

- ⇒ Main traffic routes;
- ⇒ Railway lines; or
- ⇒ Other geographical features that might prevent migration.

- **Most properties within the area being considered should have no access to off-street parking.**

One of the primary aims of any parking permit scheme is to address issues where residents cannot park near to their homes. There is a danger that introducing controls into residential areas where residents have access to off-street parking will sterilise kerbside space and relocate parking pressures elsewhere.

As such, areas where most properties have off-street parking will not normally be considered for either CPZ or PPA. Such an area could form part of a wider scheme, but only where the overall area was primarily comprised of properties without off-street parking.

- **Parking controls will only be considered in instances where the parking problems are either long-standing or established and reflect a permanent situation.**

It must be possible to show that the parking problems are not of a temporary nature.

Section 2 – Investigation criteria for new CPZ or PPA

Consideration will be given to parking pressures caused by newly completed developments where it is apparent that those problems are unlikely to reduce in extent or severity.

Parking controls will not be considered for situations where the problem is, or is likely to be, temporary, such as in the case of building works or ongoing redevelopment.

- **Where there is clear evidence of community or public support for the introduction of parking controls, evidenced by:**
 - a significant number of requests from residents and/or businesses for parking controls from across the local area; or
 - an approach from the Community Council (or other recognised group representing residents or businesses) with documented evidence of significant support for parking controls across the local area.
- **Where there is support for controls from one or more elected members from each ward within the affected area.**

Part B

- **The Council has determined the need for parking controls on the grounds that they are required to support objectives related to:**
 - Traffic Management;
 - Supporting local or national transport policy objectives;
 - Major redevelopment;
 - Economic Development.

Section 3 – Ex-Housing roads and car parks

Many ex-housing roads and car parks were historically managed separately to the CPZ and it is now clear that these areas could be controlled through the Council's residents' permit scheme.

Where such areas lie outside the CPZ boundary, the introduction of any permit scheme will only be considered as part of a wider investigation as detailed in Section 2 of this protocol.

Where such areas lie within the boundary of the CPZ, the following criteria will require to be met before any legal process can commence. In each instance the applicable Locality Housing team must be able to show that:

- **Indications of support for controls have been received, such as:**
 - the results of a completed consultation exercise; or
 - significant correspondence from residents; or
 - correspondence from a residents' group representing affected residents.
- **Early contact has been made with Parking to determine:**
 - suitability for controls
 - appropriate form of control
- **The area under consideration is either:**
 - part of the adopted road; or
 - a Council owned off-street car park
- **There is Committee approval, in the form of a signed report and a supporting Committee decision, to proceed with the legal process to add the location to the CPZ and to charge for resident permits.**

Ex-Housing parking roads or car parks will be controlled on the following basis:

- **That any parking provision is added to the zone in which it is are located;**
- **That parking controls will operate under the same terms and in the same time periods as the zone to which the area is added;**
- **That permit prices will be the same as those in the zone to which the area is added;**
- **That parking allocation will generally be of a mix of permit holder and shared-use parking places.**

Section 4 – Extension of parking controls into new or otherwise uncontrolled roads within the CPZ

While the main premise of any CPZ is that all roads are controlled, there can be situations where this is not the case. Where there is new development, for example, not all roads are automatically added to the CPZ.

Typically, these will remain uncontrolled until the Council is asked to introduce parking controls.

To ensure continuity of parking control and management, all publicly adopted roads that lie within the CPZ should be added to the CPZ, and therefore be subject to the same controls as the surrounding area.

1. Existing Roads

The Council will only seek to introduce controls if certain criteria have been met.

Those criteria will be either those described in Part 1A, or one of the scenarios described in Part 1B:

Part 1A- Requests from residents/businesses

- **There must have been either:**
 - Indications of support from a majority of properties within the area;
- Or**
- An approach from a Community Council (or another recognised group representing all the residents within the area) with documented evidence of significant support for parking controls.
- **There must be indications of parking pressures generated by non-residential vehicles.**

It must be possible, through on-site observations, to determine that there is pressure on parking that is not attributable to residential parking. Those pressures could be the result of commuter parking, or by shoppers or other visitors parking within the area. The resulting pressures should be of a magnitude that would make it difficult for residents or other visitors to find a parking space.

Part 1B -

- **Where the Council has identified a need to introduce parking controls for reasons relating to:**
 - Traffic Management;
 - Supporting local or national transport policy objectives
 - Major redevelopment;
 - Economic Development.

Section 4 – Extension of parking controls into new or otherwise uncontrolled roads within the CPZ

2. New Roads

In the case of new roads, all roads constructed within the CPZ should be adopted as public roads and become part of the CPZ. This approach will ensure that all roads are treated equally and that parking is managed under the same terms throughout the CPZ.

This being the case, where during the Planning process:

- A request is received from a developer engaged in the provision of new roads within the CPZ to include that development within the CPZ, or
- A decision is taken as part of the Planning consent to include a development within the CPZ;

the process to introduce parking controls on roads within the development could commence.

The Council will determine both the type of restrictions that would be appropriate for the new road/s, their locations and their extent.

All costs associated with introducing new controls on newly constructed roads will be borne by the developer, typically via a legal agreement (e.g. Section 75). In such cases the developer would meet the costs for:

- Advertising the proposals during the legal process
- Any and all costs incurred in connection with consultation exercises either as required by the legal process or connected with community engagement
- The cost involved in implementation, to include the supply and installation of all:
 - Road markings in accordance with extant legislation
 - Signs, poles, foundations and ancillary fixings in accordance with extant legislation
 - Ticket issuing machines
- All other costs involved in meeting the Council's specification for the above listed elements of the implementation.

Section 5 – Procedures

Procedure 1 – Requests for new CPZ or PPA

This procedure commences on receipt of an initial request for any permit-based parking controls. There are two stages:

- **Monitoring**
Determines whether the area meets the necessary criteria for a detailed investigation.
- **Investigation**
Triggered once all of the criteria have been met. Allows the Council to gather further information and to carry out its own consultation to gauge public opinion.

Stage 1 - Monitoring

All requests for new CPZ or PPA will be processed by the Council's Parking Section.

1. Upon receipt of a request, determine whether the area in question is already being monitored. (*Note: If the area is not being monitored, proceed to step 2. If the area is being monitored, skip to step 9*);
2. If the area is not being monitored, establish whether there is evidence of parking pressure and whether that pressure is likely to reflect a permanent situation;
3. If there is no parking pressure, advise requester accordingly and close the enquiry;
4. If there is parking pressure, but the source of that pressure is likely to be temporary in nature, discuss parking issues with the Locality team, advise requester of outcome and close enquiry;
5. If there is both evidence of parking pressure AND that pressure appears to reflect a permanent situation, set up a monitoring file, establishing the extents of the area to be monitored, using existing features such as main routes, railway lines or other geographical features to determine the extent. Produce plan of monitoring area;
6. Advise requester, local ward Councillors and Community Council/s of new monitoring area and the criteria/process;
7. Undertake initial monitoring of area over a six month period starting from the date that the requester was notified of the criteria/process. Monitoring to include regular, detailed site visits, recording parking levels and instances of obstructive or inconsiderate parking, as well as recording any additional correspondence received;
8. At the end of the initial monitoring period, determine whether there is evidence of significant support for parking controls and whether all qualifying criteria have been met;
9. If the qualifying criteria have not been met, advise interested parties and suspend monitoring. *Note: A previously monitored area could be revisited in the event of further interest, new requests for parking controls or because of changing circumstances within the monitoring area*;
10. If the qualifying criteria have been partially met, extend the monitoring period for a further six months and advise ward Councillors and Community Council;
11. If the qualifying criteria have been fully met, advise all interested parties and proceed to investigation stage;

Section 5 – Procedures

Stage 2 - Investigation

1. Update monitoring file to Investigation status.
2. Using data and evidence collected during the monitoring stage, determine the likely extent of parking pressures.
3. Carry out a registration number based parking survey to identify:
 - a. parking pattern
 - b. likely nature of each parked vehicle (commuter, resident, visitor etc)
 - c. the durations of stay
 - d. the levels of parking pressure on a street by street and area basis
4. Use parking survey data to determine the need for control, based on levels of parking pressure and the source of that pressure, whether from, for example:
 - a. Commuters
 - b. Residents; or
 - c. Visitors
5. Depending on the results of the parking survey, either:
 - a. Determine what type of control would address the identified issues;
OR
 - b. If the results suggest that there are no problems that could be addressed by parking controls, proceed to step 8b.
6. Carry out a consultation with residents and businesses across the area being considered for parking controls, as a means of determining the level of support for the proposed measures;
7. Analyse consultation responses and determine levels of support, or otherwise, for the introduction of measures designed to address the identified parking issues;
8. Report findings of investigative process to an appropriate Council Committee, seeking approval to either:
 - a. Proceed to the legal process required to bring into effect the proposed measures; or
 - b. To abandon the current proposal and to close the investigation file.

Note: If an investigation file is closed whether as a result of community opposition, or lack of evidence for the need for control, the area in question should not be subject to any further monitoring or investigation for a period of no less than two years, unless there is evidence to suggest that either public opinion has changed, or that there has been a change in circumstances that has altered parking patterns within the investigation area.

Appendix A: Parking pressures and their impact

There is little doubt that the existence of parking pressures in any area can have a negative impact, not only upon residents but also on shops and businesses.

As roads authority, there are tools available that allow us to manage the use of available on-street space, improving accessibility for residents and visitors alike, as well as ensuring that the delivery and service access that shops and other businesses rely on is maintained.

While the city centre and much of the main road network in Edinburgh is already subject to parking controls that serve these purposes, most of Edinburgh and its environs remain uncontrolled. Many residential areas are subject to little parking pressure and there would be little or no benefit in considering the introduction of controls in such situations.

In other areas, however, the presence of commuter, visitor or other business-related parking can have an impact on the availability of parking, making it difficult for residents to find space near to their homes and reducing accessibility for their visitors and tradesmen. In addition, where such parking takes place near to local shopping areas, accessibility to shops and businesses can be adversely affected.

The problems that these parking pressures create can lead residents to ask the Council to introduce parking controls, particularly parking permit schemes, to address the pressure on parking.

This protocol puts in place a standard procedure for dealing with any requests for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). It defines the conditions required before the Council will commit to a full investigation into the potential for parking controls, as well as setting out a monitoring and recording strategy designed to ensure that the Council acts where:

- a) There is a need for parking controls
- b) There is support for parking controls

Despite the benefits that parking controls can bring, they are not always widely supported. Even in areas where it seems apparent that there are parking pressures or problems, it will not necessarily be the case that parking controls will be welcomed by either residents or businesses.

Between charges for residents' permits, the cost of pay-and-display and a general feeling of inconvenience as a result of the introduction of a parking management system, there can be significant opposition to parking controls on the basis that they are, for example, expensive or unnecessary.

Nonetheless, the Council receives a considerable number of enquiries from residents, asking if their area is either being considered, or could be considered, for parking controls. In such cases, a parking permit scheme can be seen as the solution to their parking issues.

The following protocol sets out the process that the Council will adopt in considering and assessing these enquiries. It will help to identify those areas where the Council should consider the introduction of parking controls and where further investigation is required.

Appendix B: Parking Controls – Controlled Parking Zone

Description

In a CPZ, all kerbside space is controlled, normally involving a range of different types of yellow line restrictions or parking places.

The primary restriction in any CPZ is typically a yellow line restriction. That yellow line will cover all lengths of road within the controlled area where it has been determined that no parking should take place.

Single yellow lines will indicate where no parking is allowed during the hours of control, while double yellow lines are used to prevent parking at any time.

Allowances are then made to permit parking to take place. These allowances will normally take the form of marked areas on the carriageway where waiting, loading or parking is allowed. Such allowances might include:

- Permit holder parking places (for the holders of resident and other permit types)
- Shared-use parking places (for permit holders and pay-and-display use)
- Pay-and-display parking places
- Disabled person's parking places
- Loading bays
- Doctors parking places
- Police parking places
- Taxi stances
- Motorcycle parking places

In some instances, CPZs can be limited to certain types of restriction to address particular issues or meet certain objectives. As an example, the "Pay and Display Zone" restrictions on Morningside Road and on the Bridges corridor are a type of CPZ, but consist mainly of yellow lines, pay-and-display parking and loading bays.

Even so, all CPZs share the same basic principles. Those are:

1. All kerbside space is controlled;
2. Controls operate on an area basis
3. Controls operate during set hours.

The aims of CPZ

CPZs provide a controlled situation where all the available space is managed, providing benefits to a range of users. Benefits include:

- Residents are given priority over other users
- Long-stay parking is discouraged
- Shoppers and other business visitors have access to short-stay parking
- Limitations on length of stay encourage turnover, creating an availability of space and improving accessibility
- Provision is made for deliveries to shops and businesses
- Provision is made for Blue Badge holders
- Helps keep traffic moving
- Can help to improve general road safety
- Can help create safer conditions for pedestrians when crossing roads
- Can create safer conditions for cyclists

When will new CPZs be considered?

CPZs can be expensive both to implement and to enforce. Ensuring that CPZs deliver their intended benefits requires regular enforcement throughout those times when the controls are in effect.

CPZs are generally introduced on the basis that they can be self-financing, or that they can at least recoup their implementation costs and contribute towards their ongoing costs. Where it is possible that CPZ might achieve self-financing status in busy shopping areas, they are less likely to do so in largely residential areas.

It should also be the case that CPZ is only used where there is evidence of a parking problem that would be addressed by the introduction of controls, or where there is significant evidence to suggest that the introduction of control would address the impact of parking problems anticipated because of, for example, major development.

Because they control all available parking space, CPZs also have the potential to simply move parking problems into other areas. Careful consideration is therefore required of the potential impact of this type of control.

New CPZs will, therefore, only be considered in areas where:

- there is evidence of commuter parking;
- there is evidence that commuter parking is impacting on accessibility for other users;
- there are significant levels of short-stay, non-residential parking, such as in urban villages or in areas where there is significant local shopping;
- there would be potential for the scheme to be self-financing from pay-and-display income;
- the introduction of controls would provide improved accessibility for a range of users

New CPZs will not be considered:

- In solely residential areas
- In areas where the majority of households have access to off-street parking

Extensions to existing CPZs

Where an area adjoins an existing CPZ, any requests for CPZ controls will be treated as a request for a new CPZ. As such, those areas would need to fulfil the qualifying criteria to allow an investigation to take place.

Where a currently uncontrolled road lies within the existing boundary of the CPZ, such as in the case of ex-housing development roads or new housing developments, it is considered that such roads could be added to the zone within which the street is situated, provided that the applicable criteria within this protocol have been met.

NB. Restricted Parking Zones (RPZ) manage available space and deter indiscriminate or unsafe parking. They differ from CPZ only in how they are signed or marked on-street. In RPZ there are similar entry plates indicating the general conditions of control, but beyond the entry signs there are no yellow lines painted on-street. In a RPZ parking is usually only permitted where there are marked bays and the rest of the street is restricted but not marked with yellow lines. RPZ may be considered for implementation on occasion, depending on the specific needs of a community or area.

Pros	Cons
Manages demand for parking Creates a turnover of parking space Improves accessibility Maximum lengths of stay support transport policies Can help improve safety	Can be expensive to implement Ongoing costs Requires continual enforcement Can simply relocate problems/pressures Not always popular

Appendix C: Parking Controls – Priority Parking Areas

Description

In a Priority Parking Area (PPA) only a proportion of the kerbside space is controlled. The remaining space generally remains uncontrolled.

The aims of PPAs differ considerably from CPZ. Where CPZ seeks to manage all parking, providing benefits that range from accessibility to improved road safety and traffic movement, the main aim of PPAs is to provide residents with parking spaces near to their homes.

PPAs are primarily comprised of permit holder parking places, introduced in locations where residents have need of on-street parking and in numbers that reflect the level of permit uptake.

There are currently 10 PPAs in Edinburgh, with each having been introduced in response to concerns about the impact of commuter parking on parking availability for residents. Even though they operate for only a short period (90 minutes) each day, PPAs address the impact of commuter parking by creating space that cannot be occupied by all-day commuters.

PPAs provide a cost-effective solution to particular types of parking problems. Not only are they less costly to implement than CPZ, but the shorter period of control also means that they require less intensive enforcement, which reduces their ongoing costs.

The time periods during which PPAs operate changes from area to area, with the intention that this allows the same enforcement resource to cover several areas.

When will PPAs be considered?

PPAs can be effective at addressing problems with commuter parking. They will, however, not be effective in addressing problems of high vehicle ownership or parking pressures caused by short-stay parking, such as those near busy local shopping areas.

PPAs will, therefore, primarily be considered:

- Where commuter parking is negatively impacting on the ability of residents to park
- The area is primarily residential, or where there are few generators of short-stay, non-residential parking.

PPAs will not be considered where:

- the evidence shows that parking pressures are being caused by high residential demand;
- the area is comprised mainly of high density housing, such as tenements;
- commuter parking accounts for less than 10% of the total demand during the normal working day.

Appendix 2:

Prioritisation of Citywide Parking Review

The review is to be conducted in the order shown below. The order recognises where the Council has previously given a commitment to investigate parking issues and the date order in which those commitments were made.

Where an area has an existing investigation area, or an area where an investigation is currently proposed, details are provided for each area.

The associated reference letters relate to the plan on the next page.

Area 1 – West Edinburgh

Existing or proposed investigations within this Area:

A – Corstorphine

Area 2 – South West Edinburgh

Existing or proposed investigations within this Area:

B – Shandon

C – South Morningside (West side)

D – South Morningside (East side) – extension of B2 approved.

Area 3 – East Edinburgh

Existing or proposed investigations within this Area:

E – Leith Central

Area 4 – South East Edinburgh

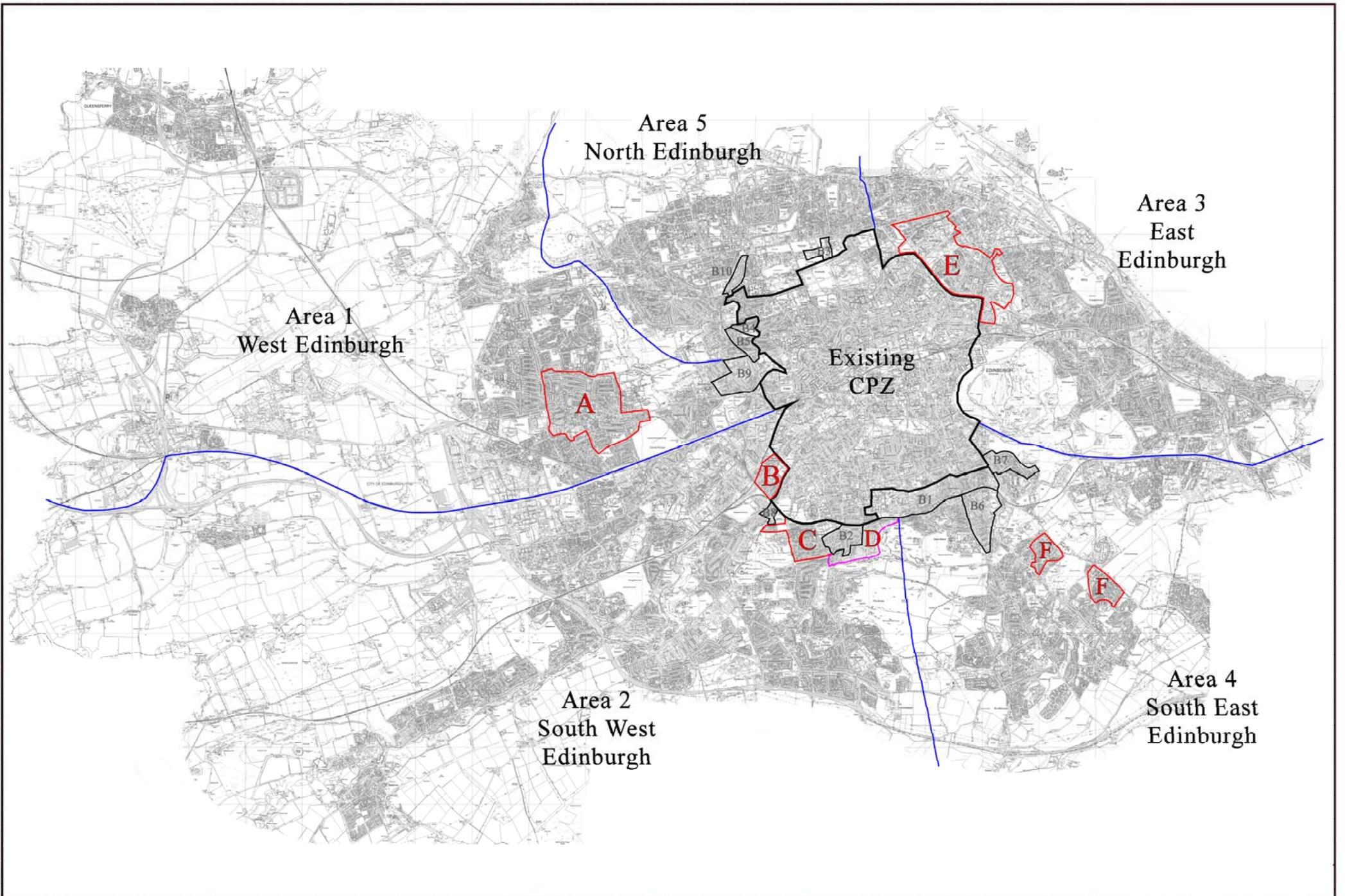
Existing or proposed investigations within this Area:

F – The Inch and Moredun

Area 5 – North Edinburgh

Existing or proposed investigations within this Area:

None



Citywide Parking Review
Review Areas and current/future investigations

Scale: **N.T.S.**



Date: **June 2018**

Drawn By: **AJM**

Drawing No:

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Workplace Parking Levy Scoping

Item number	7.7
Report number	
Executive/routine	Executive
Wards	
Council Commitments	

Executive Summary

This paper outlines some of the perceived benefits from introducing a Workplace Parking Levy (WPL) in Edinburgh. This includes an opportunity to fund improved transport infrastructure whilst simultaneously tackling issues with air pollution, carbon emissions, private car use and congestion. The paper also provides findings on the potential operational detail of running such a scheme from Nottingham City Council.

The introduction of a WPL in Edinburgh would also represent an example of devolving further responsibility and powers to local authorities, providing greater flexibility for local authorities to influence local issues. Edinburgh is a commuter work destination that has issues with road maintenance and sustaining continued investment in its transport infrastructure.

New legislation through the proposed [Transport \(Scotland\) Bill 2018](#) was introduced on the 8 June 2018, if amended, this would provide an opportunity to empower councils to implement a WPL.

Workplace Parking Levy Scoping

1. Recommendations

- 1.1 Note the merits in principle of pursuing the power for Edinburgh to seek consent to introduce a Workplace Parking Levy.
- 1.2 Agree that Council officers develop a paper that sets out the argument and rationale for Edinburgh to introduce a Workplace Parking Levy.
- 1.3 Note the introduction of the Transport (Scotland) Bill 2018.
- 1.4 Agree that Council responds to the Scottish Parliament's Rural Economy and Connectivity Committee call for evidence on Stage 1 of the Transport (Scotland) Bill, which closes on the 28 September 2018.

2. Background

- 2.1 The Department for Transport included provision to enable WPLs in England in the Transport Act 2000. The legislation includes controls on how revenue from WPLs is ring fenced for transport projects. In Scotland, the 1999 Transport Bill sought to establish a framework to enable local authorities to introduce a WPL. However, this provision was removed from the Transport (Scotland) Act 2001 due to opposition from business groups. No legislation has been passed in Scotland to allow local authorities to introduce such levies.
- 2.2 Nottingham is the only area in the UK where a WPL is currently in place, the scheme includes the entire Council area. Any employer within the area must register, declare their number of parking spaces and, if necessary, pay the appropriate charge. The charge from April 2018 was £402 per year per space.
- 2.3 While there was no inclusion of WPLs, at the regional level, in SEStrans' Regional Transport Strategy 2015-2025, the City of Edinburgh Council has included a commitment to advance consideration of a WPL for Edinburgh. A commitment to explore the possibility of introducing a workplace parking levy is also one of the 52 commitments in the Council Business Plan.
- 2.4 Improving air quality is at the centre of the Scottish Government's vision for transport and placemaking. To support this, the Scottish Government aims to

introduce Low Emission Zones (LEZs) into the four biggest cities in Scotland between 2018 and 2020.

3. Main report

- 3.1 Introducing a Workplace Parking Levy in Edinburgh would achieve many benefits including contribution toward the following outcomes: reducing private car travel to work; improving air quality in the city; reducing the impact of congestion; enhancing conditions for walking, cycling and public transport use; encouraging modal shift; and investing revenue in transport improvements.
- 3.2 Edinburgh is a commuter work destination, we have issues with our road maintenance and investment in transport infrastructure. Introducing a Workplace Parking Levy in Edinburgh would be an example of devolving further responsibility and powers to local authorities and could support investment in our transport infrastructure and maintenance.
- 3.3 For Edinburgh initial estimates on the potential income projections vary widely from around £3 million up to £15 million per year. The highest value represents a full Edinburgh boundary option and assumes the density of workplace parking spaces between Nottingham and Edinburgh are broadly similar. A more realistic mid-range estimate would be around £9 million per year.
- 3.4 Nottingham City Council are currently the only local authority in the UK with a workplace parking levy. It has been in operation for over three years and generated approximately £25 million in its first three years.
- 3.5 In Nottingham the workplace parking levy helps to tackle problems associated with traffic congestion, by both providing funding for major transport infrastructure initiatives and by acting as an incentive for employers to manage their workplace parking provision. Further detail of the Nottingham WPL example were researched and summarised in Appendix 1.

Method to deliver the Workplace Parking Levy

- 3.6 Changes to primary legislation would be required before a WPL could be introduced in Edinburgh. Transport Scotland are currently in the process of developing a new Transport (Scotland) Bill. While part of this process included a consultation on improving parking in Scotland, it did not include introduction of a WPL.
- 3.7 The proposed Transport (Scotland) Bill is the legal vehicle that will help deliver the creation and enforcement of low emission zones in Scotland. The proposed Bill sets out to enable local authorities to introduce civil enforcement of low emission zones by means of a penalty charge notice.
- 3.8 There could be opportunities to lobby the Scottish Government to include WPL within the Transport Bill process. The Bill is due to be introduced to the Scottish Parliament before the end of June 2018. Amendments could be logged at Stage 2 of the Bill, which are likely to occur around the Autumn of 2018.

- 3.9 There is an opportunity available now within this proposed Transport Bill, which is unlikely to be present itself again in the future. The alternative would mean persuading the Scottish Government to take specific action to make such a change to local powers either through new primary legislation or from amending existing legislation, such as the Local Government (Scotland) Act 2003 or the Transport (Scotland) Act 2001.
- 3.10 This pursuit of seeking a Workplace Parking Levy is not a substitution for the low emission zone creation and enforcement. The two should exist together. Council budgets are increasingly stretched, and funding for sustainable transport infrastructure, such as bus lanes, segregated cycle routes and pedestrianised areas is limited.
- 3.11 Parking levies are also one of the most effective and publicly acceptable ways to control the use of private cars in urban areas, as the charge is levied on premises, not individuals. From the example set in Nottingham, the WPLs have been proven to reduce the use of private cars in urban areas, whilst increasing the use of public transport and active travel. The WPL offers an opportunity to fund improved transport infrastructure whilst simultaneously tackling issues with air pollution, carbon emissions and congestion.

4. Measures of success

- 4.1 The measures of success in terms of the work specified in this report relate to securing the right to introduce a Workplace Parking Levy as an option from proposed Transport (Scotland) Bill.

5. Financial impact

- 5.1 There is no immediate financial impact of the decision specified in this report other than officer time.

6. Risk, policy, compliance and governance impact

- 6.1 The recommendation in this report is consistent with existing policies and aspirations of the Council. This paper recommends a business case be developed for the Workplace Parking Levy option for Edinburgh which will make due consideration of the perceived risks to delivery.

7. Equalities impact

- 7.1 There are no immediate equalities impact from the recommendations related to this paper. An Integrated Impact Assessment will be undertaken for the development of the Workplace Parking Levy when potential options/policies have been formed.

8. Sustainability impact

- 8.1 The proposals in this report will have no immediate sustainability impact but should the Edinburgh Workplace Levy be introduced there would be some related sustainability outcomes including: reduce carbon emissions by encouraging more sustainable forms of transport to work in Edinburgh.

9. Consultation and engagement

- 9.1 Further consultation with other partners and users will be undertaken where appropriate.

10. Background reading/external references

- 10.1 [Transport \(Scotland\) Bill 2018](#) – Scottish Parliament
- 10.2 [Rural Economy and Connectivity Committee call for evidence](#) – Scottish Parliament
- 10.3 [Getting the Bill right](#) - Transform Scotland, 29 May 2018
- 10.4 [Nottingham City Council Workplace Parking Levy](#)
- 10.5 [City of Edinburgh Council Commitments 2017](#)

Andrew Kerr

Chief Executive

Gareth Dixon, Senior Policy and Insight Officer

E-mail: Gareth.Dixon@edinburgh.gov.uk | Tel: 0131 529 365

11. Appendices

Appendix 1: Financial and Operational Issues: lessons to learn from Nottingham City Council on the Workplace Parking Levy

- 11.1 This section covers some lessons to be learned from the Nottingham example around the operation of the WPL including exemptions. Nottingham is the only area in the UK where a WPL is currently in place, the scheme includes the entire Council area. Any employer within the area must register, declare the number of spaces and, if necessary, pay the appropriate charge. It is likely that Edinburgh would follow the example set in Nottingham.
- 11.2 The 2018/19 charge rate in Nottingham was £402 per year. This generated approximately £25 million in its first three years (approximately £8.3 million per year). The charge in Nottingham was gradually increased over its first three years to allow organisations additional time to prepare for its impact. Thereafter, the charge would increase each year in line with inflation.

Set up and Operation costs

- 11.3 Since only one WPL currently operates in the UK, ascertaining possible costs for the introduction and operation of such a scheme is challenging. However, Oxfordshire County Council is investigating a WPL and has allocated £100K to develop a business case.
- 11.4 In Nottingham, it is expected that the scheme costs around £500K per year to operate and this is approximately 5% of revenue. It is likely that similar costs would apply in Edinburgh, but the Council may be able to take advantage Edinburgh's existing Decriminalised Parking Enforcement activities.

Other financial matters

- 11.5 Payments can be made by employers once an annual invoice has been sent or they can set up 10 monthly direct debits. The treatment of VAT for the work place parking levy for employees is another concern. The finding from Nottingham's parking levy reveals that VAT is not payable on WPL by employers, but it is payable if they pass this charge on to employees. As another option, a salary sacrifice schemes can also be established for employees to pay for parking.

Scope of Businesses

- 11.6 In Nottingham, the WPL applies to all organisations and premises within its administrative boundary, excluding Employers with 10 or fewer parking places, front line emergency services; Ambulance, Police, Fire and National Crime Agency, and qualifying NHS premises. These employers are still required to get a licence for any workplace parking places they provide, but are exempt from charges.
- 11.7 It is currently unclear how the WPL would apply to off-street car parks, such as an NCP operated facility, which are open for public use and can allow employees to commute and park their vehicle regularly for work related parking.

11.8 The greater the number of exemptions may reduce the number of potential objections, but this is likely to reduce the effectiveness of the scheme. A better approach to encourage support is to engage early with employers and business organisations and to have clear proposals on what the revenue will be spent on.

Compliance Issues

11.9 In the first three years of operation there was 100% compliance from businesses and no Penalty Charge Notices were issued. The Nottingham scheme has five types of contravention which they can issue to enforce the scheme. Three are civil and two are criminal offences. The approach would encourage employers to rectify mistakes and only in the event of continued non-compliance Penalty Charge Notices would be issued.

Operation of the Nottingham WPL

11.10 In Nottingham, all employers who provide workplace parking places must register with the Council and license their number of parking places, regardless of whether they meet or exceed the threshold to pay the charge. Should employers provide ten or fewer parking places they would not be liable to pay the levy. The scheme cannot be used to control the supply of parking spaces.

11.11 There are also a few exemptions, discounts and charges that can be applied and varied. These are all provided in Table 1 for reference. In Nottingham, a council team was established to take responsibility for administration, enforcement and to assist the public with WPL queries. This team appears to run at around 5% of revenue raised.

Table 1: Exemptions and Discounts active for the Nottingham WPL

Exemptions applied for any of the following users:	Occasional business visitors	Vehicles belonging to people who live and work/study at the same premises		
	Display vehicles (vehicles parked at premises but not used to travel to and from work)	Fleet vehicles (vehicles parked at premises but not used to travel to and from work)	Customer vehicles	
	Vehicles used primarily to deliver or collect goods		Motorbikes	
Discounts applied to type of employers/ parking spaces.	Volunteer parking at a registered charity.	National Crime Agency	Disabled persons' blue badge vehicles	
	Employers and any associated employers who between them provide 10 or fewer workplace parking places.		Qualifying NHS premises	
	Employers and any associated employers who between them provide 10 or fewer workplace parking places.		Front line emergency services such as; Ambulance, Police and Fire.	

Source: [Nottingham City Council](#)

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

‘Edinburgh: connecting our city, transforming our places’ – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation

Item number	7.8
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	16, 17, 18, 19, 20, 21, 22, 26, 27,48

Executive Summary

The Council is developing three strategies simultaneously: The City Mobility Plan, Low Emission Zone(s), and Edinburgh City Centre Transformation. Following extensive consultation with stakeholders this report seeks agreement to the attached consultation document (the prospectus) to present ideas for public engagement. The prospectus sets out ideas to create a more active and connected city, a healthier environment, a transformed city centre, and improved neighbourhood streets.

Social media and public marketing will promote the prospectus and further information will be available on a website. Engagement will include public events to be held across Edinburgh’s locality areas, city centre areas, and engagement with key stakeholder groups. Following public engagement, draft strategies and detailed proposals will be prepared early in 2019, and will be the subject of further consultation.

The Edinburgh Summer Summit (the summit) took place over 21 and 22 June 2018, and closed key city centre streets to enable the space to be used in a quiet and people-focused way. Based on the success of the event, this paper seeks agreement for regular vehicle-free days in the city centre and town centres (‘Edinburgh Open Streets’). An evaluation of the summit is attached to this report.

Edinburgh: connecting our city, transforming our places' – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation

1. Recommendations

- 1.1 This report recommends the Transport and Environment Committee:
 - 1.1.1 note that engagement with stakeholders on the City Mobility Plan, low emission zone(s), and the Edinburgh City Centre Transformation projects has taken place between February and May 2018, and informed the basis of the proposals upon which public engagement will be undertaken;
 - 1.1.2 agree that wider public engagement will be focussed on the attached prospectus engagement paper 'Edinburgh: connecting our city, transforming our places' subject to minor revisions;
 - 1.1.3 agree that public engagement will be undertaken for an eight-week period, commencing in September 2018, in line with the approach set out in this report;
 - 1.1.4 note following the public engagement, the next steps will be to develop specific proposals for each of the individual projects, to be followed by further engagement on detailed proposals early in 2019;
 - 1.1.5 note the evaluation report of the Edinburgh Summer Summit in appendix 2;
 - 1.1.6 agree that the City of Edinburgh Council develops a programme to regularly hold vehicle-free days in the city centre and town centres; and
 - 1.1.7 agree that the Local Transport Strategy, which expires at the end of 2018 will be replaced by a people-oriented 'City Mobility Plan' which will run until 2023.

2. Background

- 2.1 The Council is undertaking three inter-related projects that together will fundamentally shape decisions about the transport network, sustainable travel choices, health and liveability of neighbourhood streets, and the civic, cultural and economic vibrancy of Edinburgh's city centre. The projects share outcomes, geographies, and stakeholders, and are being aligned to provide a holistic public engagement and delivery process.
- 2.2 Edinburgh is part of a European network of cities dedicated to cleaner, better transport in Europe and beyond. As part a two year Sustainable Urban Mobility Plan

programme ([SUMPs-Up](#)), Edinburgh is following best practice guidance in developing transport and placemaking strategies.

City Mobility Plan

- 2.3 The Council's existing 5-year local transport strategy is due to expire. This will be replaced by a 'City Mobility Plan' (CMP), that will cover a 10-year period to 2030 and determines the strategic direction for mobility, sets objectives, and informs related priorities, resources, and investment.
- 2.4 In [March 2018](#) the Committee approved an initial stakeholder engagement and consultation phase of the Local Transport Strategy (now City Mobility Plan) review.

Development of Low Emission Zone(s)

- 2.5 To reduce road transport's contribution to poor air quality, the Scottish Government is promoting the establishment of low emission zones (LEZ) in Edinburgh, Glasgow, Aberdeen and Dundee.
- 2.6 In [May 2018](#), the Committee agreed to the Council taking an ambitious and comprehensive approach to developing LEZs in Edinburgh (including combinations of geographical and vehicle-type restrictions). The decisions taken in May were in line with the Council's [commitment 18](#), which is to 'improve Edinburgh's air quality and reduce carbon emissions [and] explore the implementation of low emission zones'.

Edinburgh City Centre Transformation

- 2.7 This project aims to pull together a framework for the holistic long-term development and management of the city centre focussing on providing a better experience for people on foot, bicycle, and public transport, as well as an improved public realm. This project will comprise a strategic vision, future action plans, and an investment strategy.
- 2.8 The Committee approved the outline scope of the proposed project in [October 2017](#). A draft vision and objectives were subsequently produced, the project programme was revised and a Communications and Engagement Plan was developed, all of which were approved by the Committee in [May 2018](#).
- 2.9 Activities undertaken to contribute to Edinburgh City Centre Transformation (ECCT) support Council [commitments 16, 18, 19, 27](#).

3. Main Report

- 3.1 This section provides further detail on the ideas presented in the prospectus, stakeholder input to date, and sets out a proposed approach to the forthcoming public engagement stage.

Identifying issues and options for the future

- 3.2 Following SUMP best practice, identifying and understanding issues has involved reviewing literature and other cities' approaches, feedback on recent Council

consultations (economy strategy, and [2050 Edinburgh City Vision](#)), and an extensive programme of engagement with stakeholders.

- 3.3 Engagement with stakeholders in Spring 2018, has involved the following:
- 3.3.1 workshops with key groups, including the Transport Forum, Edinburgh Voluntary Organisations Council '[thinkSpace](#)', Edinburgh Access Panel, school pupils, Edinburgh Development Forum, Active Travel Forum, SEStran forums on integrated mobility, and logistics & freight;
 - 3.3.2 workshops with over 200 stakeholders, including private sector companies, third-sector organisations and research groups, elected members, community councillors, neighbouring local authorities, and transport providers (public transport, freight, taxi, private hire, and community transport); and
 - 3.3.3 attending Local Development Plan community briefings in the four localities.
- 3.4 Ideas from this engagement have been assessed based on contribution to strategic objectives, resource implications, and feasibility. Ideas have also been tested with the transport forum, which has served as a stakeholder advisory group to support work to date.
- 3.5 The next stage for development of the projects is to publicly test the ideas generated through stakeholder engagement. This will involve public events and online consultation, supported by the prospectus which sets out ideas to create a more active and connected city, a healthier environment, and a transformed city centre and neighbourhood streets.

Public prospectus

- 3.6 The prospectus sets out why Edinburgh, as a growing city, must shape its mobility system for the future to prioritise walking, cycling, and public transport over private car use. The case for change highlights the role of transport as an enabler that can help all communities benefit from the city's economy; provide access to liveable neighbourhood streets; and support a city centre that is attractive for visitors and prioritises the needs of residents.
- 3.7 The public's views are sought on the following ideas grouped into three themes, as set out below.

A fair and inspiring capital city	
Outcomes sought	Ideas proposed
<ul style="list-style-type: none"> - Transforming the City Centre, and renewing town centres to: <ul style="list-style-type: none"> o reduce dominance of cars o improve civic spaces for visitors and residents o improve transport hubs and wayfinding o supporting retail, business, and tourism. - Creating integrated transport access for all areas of the city (journey times, cost, travel information). - Improving access to employment, education, and cultural heritage. 	<ul style="list-style-type: none"> - A walkable city centre – reducing traffic dominance and priority - Improving streets, gardens, spaces, and places – renovating existing and making new civic spaces - Creating better accessibility – wayfinding to direct people around the city - Strengthening town centres – creating walkable neighbourhoods and supporting local businesses - Making it easier to use public transport – integrated payment/ticketing that works across bus, tram, bike hire, and car club - making individual journeys easier – using technology to provide bespoke transport services.
A healthy city	
Outcomes sought	Ideas proposed
<ul style="list-style-type: none"> - Promoting health benefits of walking and cycling. - Reducing ill-health of citizens from traffic-borne air pollution - Cutting carbon emissions by promoting clean fuels and vehicles. 	<ul style="list-style-type: none"> - Creating a more active city –developing strategic walking and cycling networks - Improving air quality – developing low emission zones and restricting polluting vehicles - Encouraging clean vehicles – expanding network of electric vehicle charging points - Giving people in new developments better transport options – setting modal targets
A smart and thriving city	
Outcomes sought	Ideas proposed
<ul style="list-style-type: none"> - Supporting inclusive growth for Edinburgh by through: <ul style="list-style-type: none"> o improving the efficient movement of goods and services o managing traffic volumes and freight o creating a fully integrated public transport network. 	<ul style="list-style-type: none"> - Widening the reach of public transport – extending and realigning public transport to improve range of origins and destinations - Offering more sustainable choices for longer journeys – expanding park and ride network and connecting it to more transport choices - Protecting the city’s environment while supporting businesses – creating freight hubs to reduce the impact of large vehicles in urban areas - Controlling the impact of commuter parking – extending parking controls and introducing a workplace parking levy - Looking to the future – improving the use of smart technology across all transport.

3.8 Informed by public engagement and taking into account the needs of the city as a whole, the next stage will be to develop detailed proposals for each of the projects

including feasibility assessments. Further engagement on specific proposals will then be undertaken early in 2019.

Open Streets Edinburgh

- 3.9 On 21 and 22 June 2018 Edinburgh held a two-day Summer Summit, including a parade down the Mound, transforming parts of George Street into vehicle-free public space, a series of events at the Mound precinct, and workshops and debates at the Assembly Rooms and St Andrew's and St George's West.
- 3.10 Following the success of the Edinburgh Summer Summit, this paper seeks agreement that the Council develop an 'open streets' programme of vehicle-free days on the first Sunday of every month (10 am – 5 pm) in key parts of the city centre and town centres.
- 3.11 Open Streets Edinburgh would help citizens experience the city in a quieter, more people-focussed environment and enable the Council to monitor air quality, congestion, and travel behaviours to inform future plans for the city.
- 3.12 Road closures are likely to be achieved through an Experimental Road Traffic Order (ETRO) unless linked to a specific event. To determine which streets to close and ensuring suitable diversions are in place, engagement with residents, businesses, and emergency services would be required. A progress update will be provided to the October committee.
- 3.13 Edinburgh's approach is based on successful precedents held in Paris on the first Sunday of each month since 2016 as part of the [Paris Breathes](#) campaign and through the [Summer Streets](#) programme held on the first three Saturdays in August in New York.

4. Measures of success

- 4.1 The upcoming public engagement stage seeks to achieve the following measures of success from the public:
 - 4.1.1 improved awareness of the case for change and range of potential ideas that could be progressed in Edinburgh;
 - 4.1.2 ability to input views on the ideas set out in the prospectus via the Council's consultation hub and social media, printed response forms, and through public events;
 - 4.1.3 confidence that views have been heard by the Council; and
 - 4.1.4 aware of the next steps for the work and opportunities to be involved in future delivery.

5. Financial impact

- 5.1 The ideas set out in the prospectus could have significant financial implications. Further assessment of potential implications will be made as part of feasibility work

to be undertaken following this stage of public engagement. The following immediate financial considerations are highlighted below for the Committee's awareness.

- 5.2 The Council received €13,000 of funding from the European Union covering all costs of participation as a leadership city in the two-year SUMP programme.
- 5.3 Funding of £40,000 has been provided from the Council's Smarter Choices Smarter Places allocation for 2018/19. To date, this has enabled a study of regular travel patterns of commuters from beyond the Edinburgh boundary as well as residents of the city including hard to reach groups. The results of this work have informed the prospectus. The remaining funding will support further research focussed specifically on the proposals outlined in the prospectus.
- 5.4 Scottish Government has made funding available to support local authorities in developing low emission zones. Local Authorities have been invited to bid for capital funding to support infrastructure requirements and resource funding. The Council intend to submit funding bids to meet the close date of 31 August 2018.
- 5.5 Funding of £760,000 has been awarded through Sustrans Community Links Programme to support delivery of ECCT including £60,000 allocated to further develop the preliminary design for George Street and the First New Town.
- 5.6 ECCT funding will enable the procurement of project management services and a multi-disciplinary consultant to prepare a city centre strategy, business case, and action plan for delivery. Tasks will include data analysis and transport modelling, a monitoring and evaluation plan, public engagement in the city centre, 3D visualisations, and ensuring proposals align with LEZ, CMP, and committed capital projects and developments in the City centre.
- 5.7 To deliver Open Streets Edinburgh, funding of £50,000 has been made available to the Council by Paths for All, to spend by March 2019.

6. Risk, policy, compliance, and governance impact

- 6.1 Each of the projects has board responsible for oversight and delivery for the projects comprising service managers from across the Council's Place Directorate. The boards are supported by project teams that are working together to ensure aligned outcomes and minimise risk of work and resource duplication.
- 6.2 Council officers are engaged with SEStran and SESplan (South East Scotland's respective regional transport and planning partnerships), Transport for Edinburgh, neighbouring local authorities, and Transport Scotland to ensure regional perspectives are included in work across the projects.
- 6.3 In addition to the secondment of ECCT project's director from Sustrans, Lothian Buses' operational audit and compliance manager has been included on the project delivery team. This will help to ensure an operational perspective is included in project development.

- 6.4 A Transport Bill has been introduced to Scottish Parliament in June 2019 (the Bill). The Bill is wide-ranging, the provisions most relevant to the Council being in relation to Low Emission Zones, local bus service operation and passenger entitlements, and parking-related offences. The relevant implications of the Bill are being reflected in the proposals.

7. Equalities impact

- 7.1 An Integrated Impact Assessment (IIA) will be undertaken for the projects as ideas are evaluated and developed further. Early IIA work is commencing over the upcoming public engagement which will actively seek feedback to inform assessments. Detailed IIA will be undertaken over winter of 2018 to align with the development of the projects.
- 7.2 The ideas for public engagement have been initially assessed for their potential to support an inclusive and fair city. Stakeholder engagement included the Edinburgh Access Panel, NHS Lothian, pupils from Firhill High, and EVOC; whilst research on travel patterns (as set out in paragraph 5.3) included minority ethnic groups, young and old people, and those with low incomes.

8. Sustainability impact

- 8.1 Options under consideration across the three projects are all expected to have positive impacts on sustainability, with some proposals directly seeking to reduce air pollution and carbon emissions. An initial sustainability impact assessment has been undertaken to support the prospectus and will be further developed through strategic environmental assessment.

9. Consultation and engagement

- 9.1 This report details stakeholder engagement to date (see section xxx) and the proposed approach to public engagement. Appendix 3 – set out a public engagement plan.

10. Background reading/external references

- 10.1 Civitas' [Sustainable Urban Mobility Plan programme \(SUMP-Us-Up\)](#)
- 10.2 [Edinburgh's Local Transport Strategy review](#), report to Transport and Environment Committee, 1 March 2018
- 10.3 [Developing Low Emission Zones in Edinburgh](#), report to Transport and Environment Committee, 17 May 2018
- 10.4 [Central Edinburgh Transformation – Scoping Report](#), report to Transport and Environment Committee, 5 October 2017

- 10.5 [Central Edinburgh Transformation](#) – Progress Report, report to Transport and Environment Committee, 17 May 2018
- 10.6 [2050 Edinburgh City Vision](#)
- 10.7 [Paris Breathes](#) campaign
- 10.8 New York’s [Summer Streets](#) programme
- 10.9 [Smarter Choices, Smarter Places](#) programme
- 10.10 Sustrans [Community Links Programme](#)

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Project Director

E-mail: daisy.narayanan@edinburgh.gov.uk | Tel: 0131 469 5757

11. Appendices

- 11.1 Appendix 1 Prospectus – ‘Connecting Our City, Transforming Our Places’
- 11.2 Appendix 2 Evaluation of Edinburgh Summer Summit
- 11.3 Appendix 3 Public engagement plan



Edinburgh: ***connecting our city,*** ***transforming our places***

*Ideas for a more active and connected city,
a healthier environment, a transformed city
centre, neighbourhood streets and civic life.*

Foreword

Edinburgh is one of the fastest growing cities in the UK and by 2040 will have a population of almost 600,000. The way we travel, shop, socialise, work and play is also changing, reflecting global trends and new technologies.

Edinburgh's growth will provide new jobs, homes and amenities but it must be carefully balanced to provide a high quality of life, access to services and opportunities for all residents, in particular communities that experience inequality.

Reducing congestion and vehicle-borne air pollution, improving journey times by public transport, realising the lifelong health benefits of walking and cycling, and creating streets and public spaces that support city living for all are key to sustaining our inspiring capital city.

This prospectus sets out bold, ambitious ideas that will help achieve the Edinburgh 2050 vision, a fairer, thriving, connected and inspired city. These ideas focus on **better places designed with people at its heart**, with space for human connections; a city that is enabled by technology driving a stronger economy.

This document has been informed by wide ranging discussions with community groups, transport users and operators, public, private and third sector interests; lessons learnt from cities across Europe; and develops emerging themes from the 2050 Edinburgh City Vision.

Please take this opportunity to tell us what matters to you and help develop the best solutions for the city.



Councillor Lesley Macinnes
Convener Transport and Environment

Contents

1	The case for change	6
	<i>Why our growing city must work to create better places and a transport network that enables people to make sustainable travel choices in order to ensure all communities benefit from the city’s economy and access to an attractive city centre and liveable neighbourhood streets.</i>	
2	Summary of Ideas	8
	<i>At-a-glance guide to the potential options for change.</i>	
3	A fair and inspiring capital city	12
	<i>Enhancing quality of life and opportunities for all to access work and services and creating a city centre environment for business, culture and civic life to flourish</i>	
4	A healthy city and environment	17
	<i>Promoting the lifelong health benefits of walking and cycling, reducing ill-health of citizens from traffic-borne air pollution and cutting carbon emissions by promoting clean fuels and vehicles.</i>	
5	Efficient movement for a thriving city	22
	<i>Supporting inclusive growth by improving the efficient movement of goods and services, managing traffic volumes and freight, and creating a fully integrated public transport network.</i>	

How to be involved



The best way to provide your feedback is by completing the online survey.

**City of Edinburgh Council
Consultation Hub**



Print copies of the prospectus, survey and collection boxes are available in city libraries and Council buildings. Or you can respond in writing to:

**Spatial Policy,
The City of Edinburgh
Council,
G.3 Waverley Court,
4 East Market Street,
Edinburgh EH8 8BG**



You can explore specific issues in more detail by attending events being held across the city.

Event list



You can also stay up to date and share your ideas with others on social media

**Facebook/Twitter
@planning edin**

Your views will shape multiple projects

This prospectus combines three major projects being prepared over the next 12 months.

- **Edinburgh City Centre Transformation** – an action plan for a vibrant and people-focussed capital city centre to improve community, economic and cultural life, working to the following vision.

‘An exceptional city centre that is for all, a place for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past.’

- **The City Mobility Plan** – setting citywide transport policy and actions based around the following vision.

‘Edinburgh will have a cleaner, safer, inclusive and accessible transport system delivering a healthier, thriving and fairer capital city, and a higher quality of life for Edinburgh residents’.

- **Low Emission Zones** – the Council is taking a comprehensive approach to developing Low Emission Zones (LEZs) as a step towards protecting Edinburgh’s citizens from the harms of poor air quality, in line with Scottish Government priorities to introduce LEZs in Aberdeen, Dundee, Edinburgh, and Glasgow by 2020.

Following public feedback on the ideas in the prospectus, detailed proposals will be developed for each project, followed by public consultation in early 2019.

Introduction

Edinburgh is one of the world's great cities, not in size, but through the contribution of its people to knowledge, science and technology, the arts and culture, and its distinctive urban form, sitting between the Pentland Hills and Firth of Forth.

A combination of people and place support the city's high quality of life, a successful economy and the city's role as the gateway to a wider region and country.

A successful Edinburgh is critical to a successful Scotland.

Edinburgh city centre powers our economy, in particular the financial sector, with over 100,000 jobs based in central Edinburgh.

The centre of Edinburgh is home to over 60,000 people, who support the vibrancy of its streets, local services and cultural life, which together make the city an attractive place to spend time in.

The history and culture of our Old and New Towns of Edinburgh World Heritage Site draws many of the city's 4 million annual visitors and the city has an international duty to preserve and enhance the Site's unique qualities.

Beyond the centre, from Marchmont and Bruntsfield to Leith and Granton and from Corstorphine and Cramond to Portobello and Craigmillar, our distinctive communities all contribute to the unique character and appeal of the city as a place to live, work and visit.

However, like many comparable cities, Edinburgh faces a number of challenges as it readjusts to the changes of the 20th century. The world around us is changing rapidly as the way we shop, socialise, work and play

responds to new ideas and technologies. At the same time, issues around congestion, air quality and lifestyle have put the health agenda at the heart of decision making. Levels of obesity, diabetes and heart disease are directly linked to the kinds of places we create and inhabit.

If Edinburgh is to retain its position as a leading city that attracts inward investment and has a world class environment for its residents, it must tackle these problems. It must address congestion and air quality and consider the impacts of allowing large vehicles into the heart of the city.



It must face up to the health impacts of insufficient investment in walking and cycling. Like other cities across the world Edinburgh must make a step change to the way people and goods move around the city for the sake of the economy, people's health and to showcase the beauty of the city. The first choice for any journey should be a sustainable one, whether on foot, bike or public transport.

Visitors will always be spellbound by Edinburgh, but the visitor experience needs to be constantly improved and refreshed, both in the 'real' and online worlds. If our pavements are too cramped and if legibility is weak, people won't feel safe on our streets and visitors will be tempted elsewhere.

And for residents, those who live in the city centre, and in the wider city, this is their city.

They need to know they can get to work, explore the city's green spaces, do their shopping, enjoy the city's culture and their children can go to school safely.

Conditions for those with any kind of disability, sensory impairment or frailty can be challenging and we need to ensure that the city remains diverse and welcoming to all people, regardless of age, gender, ability and race.

By 2040, Edinburgh's population will be close to 600,000, an increase of 100,000, and the city-region is also growing, accounting for a quarter of the Scottish population. This growth and the potential strain on the transport network and city spaces needs to be managed to improve access to public transport, increase journeys on foot and by bike, and prevent unsustainable increases in car travel.

We must join cities like Copenhagen, Oslo, Barcelona and other leading cities in reshaping how our city works and become synonymous with urban innovation if we are to meet the economic, social and environmental challenges we face.

And lastly, as befits our claim to be the data capital of Europe, we must take data driven decisions where we can. And where we are weak on data, we must set out plans to improve through new partnerships and new technologies

No change is not an option.

The core question of this Prospectus is what level of change and innovation should we embrace to achieve the kind of city we aspire to be by 2050.



Summary of Ideas

This prospectus sets out **bold, ambitious ideas to achieve place quality** across the city and within the city centre, seeking to find the best form of change for Edinburgh's people and the city's future prosperity. These options also focus on transport as an enabler of transformational change - by reprioritising how we use our public spaces, roads and streets, using smart technology and integrated services, we can help create a more active, resilient and inclusive city.



Edinburgh: connecting our city, transforming our places

There are different ways we could approach change.

Business as usual

Business as usual means the city would carry on much as now.

The Council would carry on delivering a range of separate projects which prioritise outcomes for people on foot, bicycle and public transport. This could help to create some change with less disruption than other options.

Conditions for walking would improve gradually as there would be more accessible footways, crossings and longer signal timings. The continued delivery of segregated cycling routes in the city centre, and extensive on-road cycling infrastructure would be enhanced by Edinburgh's bike hire scheme.

Bus lanes in peak hours would be sustained on selected roads and ticketing across both bus and tram could be made through contactless card payment. There could be stronger control zones for parking and better enforcement for parking, loading bays and freight.

There would be little significant change in the vehicle penetration of the city centre and investment in public spaces would be limited.

A strategic approach

Under this approach, a more ambitious and strategic plan to create greater impact would be developed. Instead of bringing forward individual projects, particularly in the city centre, a coherent short, medium and long term programme would be created.

There would be controls on the levels of general traffic with restrictions on through traffic within certain areas. Priority would be for people on foot and

bicycle on specific streets including George Street and the Royal Mile. Gaps in the existing walking and cycling networks would be completed.

There could be increased capacity at existing park and ride sites with amenities including charge points, bike hire, click and collect. Improved integrated payment arrangements across all public transport modes and strategic provision of car club access across the city would help to enable people to make different travel choices.

There would be intelligent systems to exercise control on large vehicle access based on vehicle weight, type, size, emission standards and time of day. There would be co-ordinated delivery and servicing arrangements in the city centre to optimise movements and reduce impacts.

Transformational change

A transformational approach would involve a radical rethink of how the city moves and operates. The City Centre would become a largely traffic free zone with controls in place to allow for essential traffic and with pedestrian priority in the city, town, and local centres.

You would be able to go to, but not through the city centre. A series of hubs could be developed where buses would drop off and other forms of less impactful transport would take over.

Pavements would be significantly widened and public spaces improved. Key streets would be pedestrianised.

There would be strategic walking routes and segregated cycle routes across the city with a citywide wayfinding network to guide pedestrians around the city.

Public transport could be fully integrated with smart contactless payment for use across all public transport services. New park and ride interchanges could be provided at key points around the city with a series of new bus priority corridors linked to them.

Urban & regional consolidation centres would be created for freight rationalisation, and green onward travel with last mile delivery hubs served by electric cargo bikes or electric vans.

These approaches are not mutually exclusive and we could initiate change by applying a range of approaches to any individual situation.

Here we set out **fifteen ideas**, linked to further information on each, grouped under three themes. We would like your views and thoughts on these ideas as well as any others you have that will help shape the change we need and lead to a fairer, healthier and better connected Edinburgh.

Following public feedback on the ideas in the prospectus, detailed proposals will be developed for each of the three projects, followed by public consultation in early 2019.

Delivering these ideas would require a partnership approach with communities, small and large businesses, and industry bodies, which would be essential to ensure a successful transition.

Collectively these ideas would be transformational and some will have significant financial implications and potentially longer time scales for delivery.

Some proposals would need changes in legislation which would need to be explored in more detail. A wider, more detailed understanding of the use of the city centre network will require extensive traffic modelling to understand the implications of different scenarios.

Similarly, a more strategic approach to the use and location of parking controls will have to be examined as part of any preferred strategy.

Additional enforcement would be needed as part of a package of measures to support the successful management of how the city and city centre operate.

A fair and inspiring capital city

A walkable city centre

Reducing the dominance and impact of traffic and prioritising access on foot, by bike and public transport.

Improving our streets, gardens, spaces and places

Renovating existing and creating new civic spaces.

Creating better accessibility

Better connecting different modes of transport and developing a wayfinding system that signs people around the city.

Strengthening our town centres

Supporting local business and creating neighbourhoods based around walking and cycling.

Making it easier to use public transport

Introducing integrated ticketing that allows seamless changes from bus to tram, bike hire or car club with a single contactless payment.

Making individual journeys easier

Introducing bespoke transport services based on the use of data and technology.

A healthy city and environment

Creating a more active city

Developing strategic walking and cycling routes across the city.

Improving air quality

Creating low- emission zones, restricting polluting vehicles.

Encouraging the use of clean vehicles

Expanding the network of electric vehicle charge points.

Giving people in new developments healthier transport options

Setting specific modal targets by location.

A smart and thriving city

Widening the reach of public transport

Extending and realigning public transport to better serve a range of origins and destinations.

Offering more sustainable choices for longer journeys

Expanding the park and ride network and connecting it with other transport choices.

Protecting the city's environment while supporting businesses

Creating freight hubs to reduce the impact of large vehicles on the city centre and neighbourhood streets.

Controlling the impact of commuter parking

Extending controls and introducing a workplace levy to fund sustainable transport.

Looking to the future

Use of data-driven innovation and smart technology across a range of transport initiatives.



3 *A fair and inspiring capital city*

A transformed city centre, renewed town centres

Reducing the dominance of vehicles and making our city centre and town centres pleasant places to live and welcoming places for people of all ages and abilities is a key challenge.

In addition to air quality and public safety impacts, large volumes traffic generate noise, reduce the enjoyment of spending time outdoors and the appreciation of Edinburgh's unique heritage.

Edinburgh City Centre Transformation aims to deliver a city centre that is at the heart of Edinburgh's communities, its cultural and civic life and the focal point for its economy. In parallel, improvements to our transport system and environment must support the mutual renewal of our local and town centres.

Transport as an enabler

Many areas of the city are well served by public transport meaning journeys are fast, simple and cost-effective. However, for those living in more peripheral areas of Edinburgh, and for many living in neighbouring authorities, public transport journeys can be long and expensive.

Car ownership in the city is the lowest in Scotland, whether due to affordability of households and/or lifestyle choice. It is essential that all residents are supported by frequent public transport services close to their home or strategic walking and cycling routes.

Community transport operators, taxis, and private hire cars have a critical role in Edinburgh's transport services, as they help to serve those with particular needs, as well as those who are not well served by Edinburgh's public transport network.

Affordability is a pertinent issue for young people and those who are often reliant on public transport for access to health services, employment or social opportunities. Families, and others travelling in groups can also find pricing a disincentive to travel by public transport.

Providing low-cost and accessible amenities and opening up easier access to employment, education and our cultural heritage is crucial to creating a more inclusive city. Travel choice is also informed by information provision.

Through Transport for Edinburgh, some ticketing, payment, and information provision is integrated between Lothian Buses and Edinburgh Tram services, technology is now available to better fulfil the needs of more complex trips or transactions.



1

A walkable city centre

Reducing the dominance of vehicular traffic would free up space to provide wider footways, safe cycling infrastructure and efficient public transport. Essential access for residents and servicing would need to be maintained via key routes.

Edinburgh already operates pedestrian priority zones on the Royal Mile, Rose Street and Grassmarket. Change could be **street-by-street** or be **area-based** in distinct parts of the city centre, providing a wider zone for walking, cycling, community use, retail and leisure.

Creating a **walking network** that offers pedestrians sufficient space and priority over vehicles at junctions, whilst completing a high quality, direct, connected and **safe cycling network** will enable more people of all ages and abilities to get around the city centre on foot and by bike.

Improving our streets in this way would also benefit those physical or sensory impairments and movement of pushchairs and buggies, creating a more inclusive city centre. This approach could be complemented by freight hubs and last mile delivery hubs served by electric cargo bikes or electric van (refer to section 3).



The city centre road network contains **three key North-South connections** (The Bridges, The Mound and Lothian Road) with **five key East -West Connections** (Queen Street, George Street, Princes Street, The High Street and Cowgate) A wider, more detailed understanding of the city centre network will require traffic modelling to understand impact on traffic movement. However, in addition, measures for health and wellbeing, spatial quality and an integrated impact assessment will be carried out as part of a wider assessment of impact on movement of people in the city centre.

2

Improving our streets, gardens, spaces and places

The city centre is fortunate to have a number of high quality public spaces from the Grassmarket, Mound precinct and St Andrew Square to Lister Square at Quartermile and Bristo Square at the University of Edinburgh.

However, a number of spaces would benefit from **renovation**, improving cleansing and maintenance, reducing clutter, provision of public seating and cycle parking close to shops and amenities, opportunities for play, public art, feature lighting, and urban greening.

Potential for **new public spaces** could also be explored where routes converge, views can be enjoyed or our heritage interpreted. Creating new public realm could also help to provide calmer places for relaxation within the built up area. This could allow Edinburgh to be a leading city for supporting those with autism or age-related mobility and cognitive impairments.

A joined up network of public realm and connecting civic spaces with nearby greenspaces, including formal and natural heritage parks, cemeteries and burial grounds, would not only provide places for people to enjoy but link up our habitats, supporting urban biodiversity, in particular pollinators.



3 Strengthening our town centres

The city centre and surrounding town and local centres are mutually dependent upon one another. Edinburgh's city centre is the focus for retail, leisure and entertainment for South East Scotland and beyond.

To support our urban communities we must protect and nurture town centres across the city, in particular to avoid areas of 'dead frontage' as changes in retail habits and business rates affect the trading environment.

These include Gorgie/Dalry, Leith Walk/Great Junction Street, Bruntsfield/Morningside, Portobello, Stockbridge, Nicolson Street/Clerk Street, Tollcross and Corstorphine.

This could be achieved by improving local environment and facilitating access by public transport, on foot and by bike, simplifying junctions and street layouts.

A key aim would be to support footfall and create more conducive spaces for social interaction, temporary open-air markets and community events.

Improving access for walking and cycling close to people's homes with a reduction in noise and air pollution can produce an uplift in active lifestyles as part of daily routines.



4 Creating better accessibility

We could find better ways of physically connecting between modes of transport, including rail, bus, tram, bike hire, taxi.

Routes and public spaces need to cater for large volumes of people of all abilities, supported by **improved wayfinding and travel information**, on-street and online, giving clear advice on accessible and barrier free routes.

Improving **access and egress to bus and train stations**, in particular Waverley Station is essential to improving journeys for commuters, visitors and allowing residents to travel to and from the city.

The development of **public transport interchanges** around the city centre could reduce the number of bus services passing through the city centre. Levels of access could be maintained by the tram and zero emission or hybrid buses.



5 Making it easier to use public transport

Transport authorities are increasingly adopting integrated smart payment systems, such as in London, where bank cards or mobile payment can be used to pay for travel on buses, trains, or the underground without having to buy a ticket for every trip.

Back-office systems between providers must be in place to ensure travellers pay no more than they should by applying limits on maximum rates charged.

The particular public partnership model in Edinburgh, with Transport for Edinburgh, Lothian Buses and Edinburgh Trams lends itself to the development of an integrated smart payment system. This could use existing contactless services to cover trams, buses, taxis, bike hire, and potentially car sharing across the city.

The Council could continue to work with Transport Scotland, regional transport partnerships and transport operators to combine and provide information about services (online, through apps, at stations and on services) that could make it easier for people to decide how they are going to make their journeys beyond Edinburgh.



Image courtesy of Lothian Buses

6 Making individual journeys easier

'Mobility as a Service' (MaaS), is growing in stature across the world's major cities and can improve travel choices for those without access to a private car, or who are poorly served by public transport.

Often enabled by app-based technology, users of this type of service are connected to a tailored package of options to provide their journey from start to finish using a range of transport modes. A single and competitively priced payment is required regardless of how many modes used.

Travel choices that could feature as part of MaaS include car clubs (a fleet of vehicles available to members); peer-to-peer car clubs (where customers rent other people's vehicles); lift sharing (sharing journeys/ costs i.e. UberPool); and bike hire (including e-bike options). These are in addition to vehicle rental, taxis and private hire cars. All offer a range of benefits covering access, equality, inclusion, affordability, flexibility and choice.

While Edinburgh already has many of the constituent travel options available, these operate in isolation to one another. By facilitating the use of data and information sharing the Council could help support emerging MaaS services.

The Council could support the expansion of car clubs across the city, by attracting and developing a wider range of car sharing options. Options could include market driven (including commercial car club operators) as well as community based clubs, facilitated by communities and employers.



4 A healthy city and environment

Walking and Cycling

Edinburgh is facing significant public health challenges. Physical inactivity and air pollution-related illnesses have a significant effect on residents' wellbeing and the economy of the city.

Increased uptake of walking and cycling can have a positive impact on illnesses such as heart disease, cancer, diabetes, and mental health, as well as improving people's access to employment, education, health services, food and social support networks.

Over 70,000 people live within a 20 minute walk of Princes Street and in the wider city centre walking represents around 40% of all journeys to work. A cycle trip of around 30 minutes connects approximately half of Edinburgh to the city centre.

Infrastructure for walking and cycling is being improved through footway resurfacing and the introduction of continuous footways using high quality materials and a number of committed segregated cycle routes.



Setting modal share for health

To grow the city in the most sustainable locations, Edinburgh's Local Development Plan (2016) directs new jobs, homes and services to locations with good access to existing or planned public transport and which are accessible by foot, bike and public transport. Spatially, this means a focus for growth in the four strategic development areas of the Waterfront, West Edinburgh, South East Edinburgh and City Centre.

Our Core Paths Network, in particular the Union Canal and former rail lines are essential components of our green, walking and cycling network but more could be done to raise awareness of their convenience, natural amenity and to develop further cross boundary routes as the city expands. Setting higher targets for walking and cycling within development areas is crucial to achieving places designed to achieve a healthier and more active city.

Cycling in Edinburgh



Walking in Edinburgh



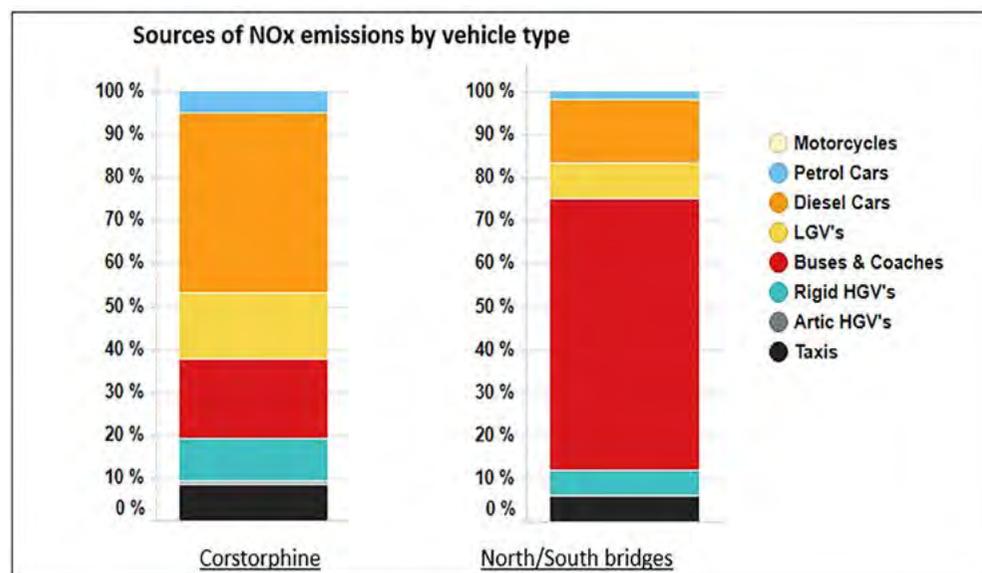
Air Quality

The Council has a responsibility to protect citizens from the impacts of poor air quality which can have a significant impact on people's health, particularly children, the elderly and those with respiratory and cardiovascular conditions.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO²) concentrations around roads, due to traffic. Diesel exhaust emissions are a particular health concern, having been listed by the International Agency for Research on Cancer as Class I carcinogenic (cause cancer).

Edinburgh has five Air Quality Management Areas where legal standards for NO² are exceeded. These apply to the City Centre and the West End, St John's Road, Inverleith Row, Great Junction Street, and Glasgow Road (Newbridge).

Different types of vehicles are the cause of pollution in Edinburgh. The tables below show the sources of nitrogen oxides (NO_x) by vehicle type for Corstorphine and the Bridges, both of which fail legal standards.



To date, managing transport-related air pollution in the City has included; working with bus companies to improve fleets, controls on taxis, controls on engine idling, and improvements to the Council's fleet, investment in electric vehicle infrastructure, supporting sustainable travel planning, and developing the ECOSTars programme to improve freight fleets operating in Edinburgh. These actions have brought improvements to the quality of air in our City.

However as legal standards are still being breached, more has to be done to ensure the air we breathe is healthy for us all. Even with these initiatives and vehicles becoming cleaner over time, Edinburgh's air quality will still exceed legal standards, and the health of our residents will suffer.

Cleaner Vehicles

Edinburgh has set an ambitious target of reducing carbon emissions across the city by 42% by 2020 to reduce the effects of this greenhouse gas on global warming and its impact on climate change.

Carbon emissions resulting from transport in the city account for more than 26% of the city's emissions and Edinburgh has recently launched an Electric Vehicle Action Plan to develop a network of charging hubs across the city to suit different user groups.

Electric Vehicle (EV) charging hubs will encourage the uptake of electric vehicles, reduce carbon emissions, improve air quality and unlock wider economic benefits. This aligns strongly with the Scottish Government's aim to phase out the need for petrol and diesel vehicles by 2032.

It is recognised that private vehicle use will remain essential for businesses and people with complex mobility/journey needs. However, where vehicles are used in Edinburgh, we want them to be as clean as possible.



Edinburgh: connecting our city, transforming our places

7 Creating a more active city

Edinburgh could develop strategic walking and cycle routes across the city, incorporating a citywide wayfinding network to guide people around the city. Providing high quality infrastructure for people on foot and bike would enable people to walk or cycle for short and medium distances (such as within the city centre and around local town centres).

An audit of the walking and cycling network would need to be carried out and gaps in provision identified and completed. Specific streets could be adapted to give greater priority for people on foot and bicycle, including segregated routes, wider footways, improved crossings and longer signal timings.

Achieving high quality and safe routes would require investment and reprioritisation of existing road space to ensure lanes are safe and support movement by people of all abilities.

The network would link residential and employment areas, connect with city centre routes, link with park and ride sites and cross-boundary green networks.

8 Improving air quality

The Scottish Government and the Council are committing to implementing Low Emission Zones (LEZ) in Edinburgh by 2020. LEZs would restrict vehicles from entering a zone by imposing a financial penalty where they do not meet minimum emission standards.

The Scottish Government has proposed these standards to be Euro 4 for petrol vehicles (approximately 12 years old depending on the vehicle) and Euro 6/VI for diesel (most cars and vans approximately 3-4 years old). This is consistent with the London's Ultra Low Emission Zone and the UK Government's Clean Air Zone Framework.

A 'grace period' of between 2-4 years could be allowed to give people and businesses time to upgrade their vehicles. Residents living within the zone could also have an additional grace period.

To have maximum impact, LEZs will need to be implemented along with other ideas in this document.

Work is underway to determine what types of vehicles will be restricted in Edinburgh. We also need to consider the potential LEZ boundary options, including:

- targeted at pollution 'hotspots' across the city;
- focused on the city centre; or
- Edinburgh-wide.

A targeted pollution 'hotspot' LEZ may be practicably difficult to operate and may displace traffic to neighbouring local areas. A LEZ focussed on the city centre would help to address many of the worst polluted streets and support many of the city centre focussed ideas in this prospectus. An Edinburgh-wide LEZ could help to ensure the greatest overall reduction of pollution across the city.

The Council must balance the critical need to take action to minimise citizens' exposure to pollutants against the impacts of LEZs on individuals and businesses that are reliant on older and high-emission vehicles.

9 Encouraging the use of clean vehicles

A key strategic objective within the Electric Vehicle Action Plan ([LINK TO WEBSITE](#)) is the development of EV charging hubs across the city.

This recommends the provision of a range of charge points to suit different user groups within the following zones:

Zone 1 - City Centre. Rapid charging hubs in both on and off-street locations, with some hubs restricted to certain groups, e.g. taxi trade, car clubs, public sector fleets.

Zone 2 – Residential. Aimed at tenement areas where residents have no access to off-street parking. Fast chargers are more appropriate for on-street locations and rapid chargers in off-street locations.

Zone 3 - Periphery. Charge points at park and ride facilities to encourage commuters to leave their vehicles and choose public transport or active travel options to continue their journey.



Giving people in new developments healthier transport options

The Sustainable Urban Mobility Plan for Malmo, Sweden (2016) sets a modal split for the city, together with targets by 15 sub-areas to assist the city in becoming healthier, more accessible and to reduce transport emissions.

For example the city centre target is for 15% trips by car, 25% by public transport, 35% by bike and 25% on foot.

Edinburgh could adopt such an approach, setting out requirements for new developments, taking account of the existing and planned capacity and the varying characteristics of each part of the city.

This could highlight where improvements are needed in access to, and promoting use of, public transport, and where car-free development would be appropriate, such as brownfield sites with good accessibility.

Modal targets by geography could have a stronger bearing on masterplan layout and street design, and provision for cycle access and storage, thereby improving conditions for people to live healthier lifestyles.

Such an approach would also provide a focus for change in travel behaviour within existing communities, through initiatives and projects that aim to improve take up of walking and cycling and associated infrastructure.





HOTEL ONE

EXPRESS
City 100

POLICE

THE BOOKING OFFICE
WESTERHOP

Edinburgh
Waverley

I'm a bit
over your
letter
#overyourletter

SLOW

5 Efficient movement for a thriving city

City economies do not stop at local authority boundaries. To fully deliver on their potential, a city region needs efficient and effective transport and mobility networks.

Such efficient and effective local networks support city centres with their clusters of high value jobs, retail and cultural offerings, as well as serving secondary centres and suburbs. Connectivity with other cities, and with the wider world, attracts investment and skills and enables access to domestic and international markets.

This section looks at improving the efficiency of how our road network is used, by aiming to reduce the impacts associated with how people and goods currently move between the city-region and the city, as well as into and through communities across our city.

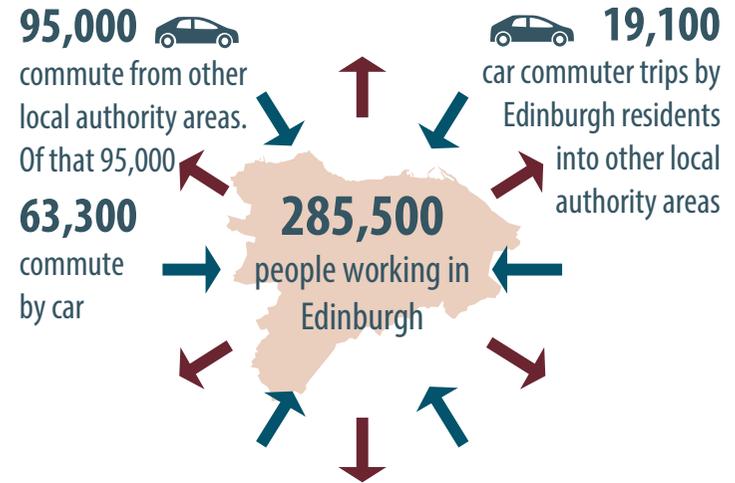
The impacts of road traffic

One-third of the 285,000 people who work in the Council area commute from the surrounding city-region (95,000), with two-thirds of those doing so by private car (63,000).

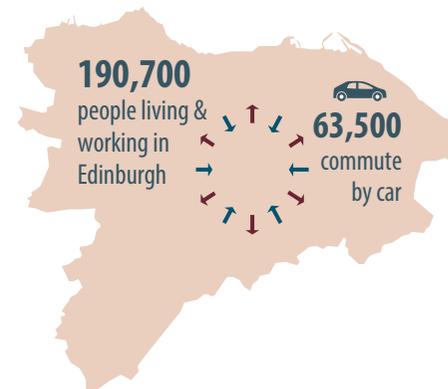
Roughly the same amount of Edinburgh residents (63,500) commute to jobs in Edinburgh by private car, meaning 45% of Edinburgh's employees (126,800 people) travel to work by car.

Use of Ingliston Park and Ride has tripled in the past five years to around 250,000 vehicles per year and Hermiston and Straiton park and ride facilities attract 100,000 and 30,000 vehicles respectively each year. However, the scale of traffic travelling into and through the city remains high, causing negative impacts, including:

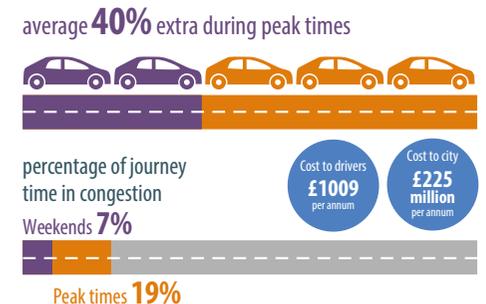
Cross boundary commuting



Commuting within Edinburgh



Traffic congestion during peak times



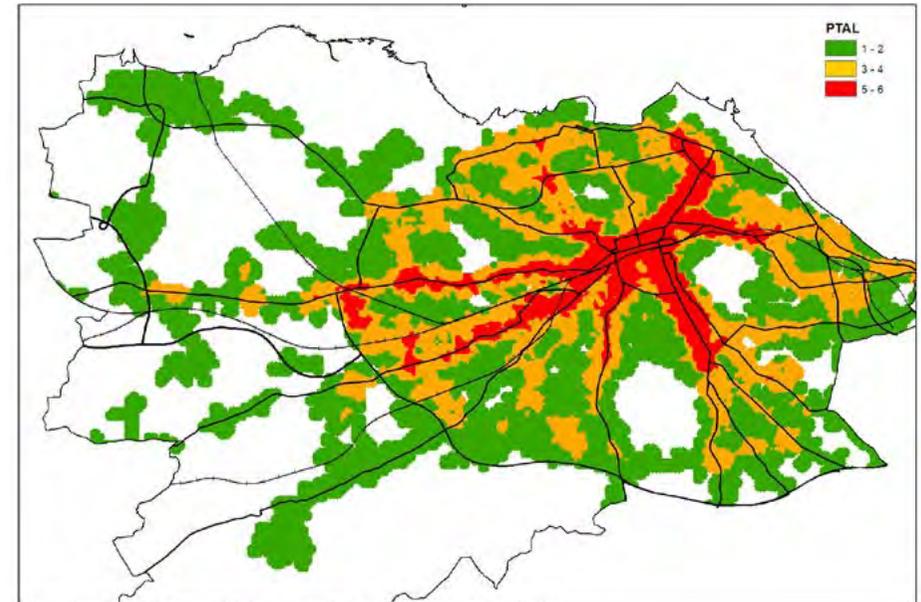
- road safety - driver behaviour is a main causation factor cited within official accident reports, with congestion and driver frustration exacerbating conditions for potential accidents.
- vehicular emissions that affect our health, quality of life, and natural environment;
- journey time delays which impinge on personal wellbeing and quality of life, and increased costs for industry and the economy;
- the condition and liveability of our streets and communities, with motor vehicles, notably large vehicles, dominating city streets, deteriorating road surfacing, and where pavement parking occurs, impinging the safety and overall experience for those of all abilities.

For these reasons, many cities are moving away from dependence on motor vehicles. Edinburgh's approach will provide the opportunity for everyone to have access to a range of transport options they require, dependent upon their need.

Wherever they live in the city, or within the wider city region, people need to have real choice as to how they travel. Too many vehicles on our roads affect the travel choices we can make and our ability to make efficient use of the space available in the city to move people and goods.

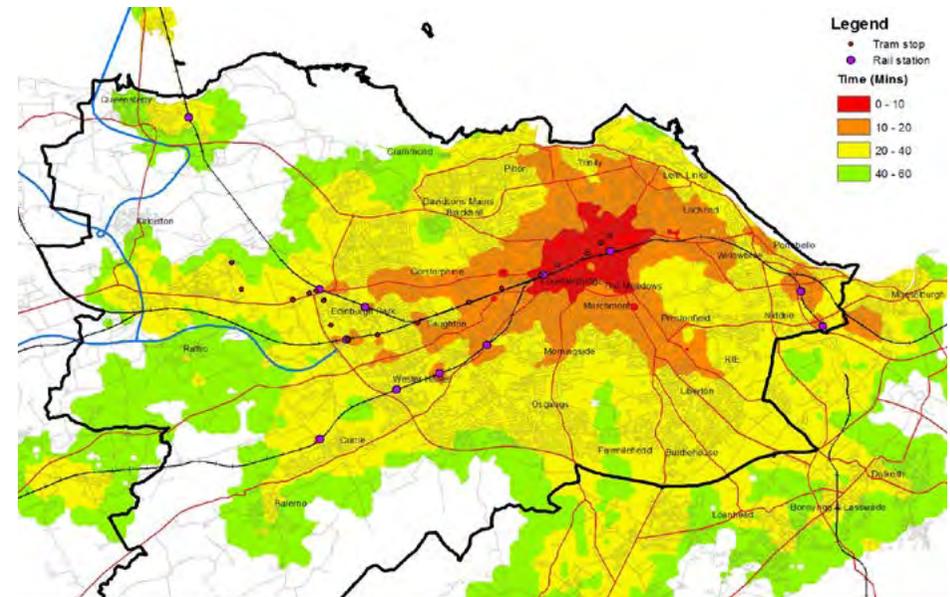
Public Transport

Edinburgh's public transport system has been ranked as second only to London in the UK, with modern, high quality and highly accessible tram and bus fleets. The majority of Edinburgh's population is well served by public transport (bus or tram), in-terms of both journey time and frequency of services, especially for journeys to/from the city centre. Travel by rail, both within the city and from out-with, has also increased over recent years.



© Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100023420.

Areas very well served by public transport (red) to less well-served areas (green)



© Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100023420.

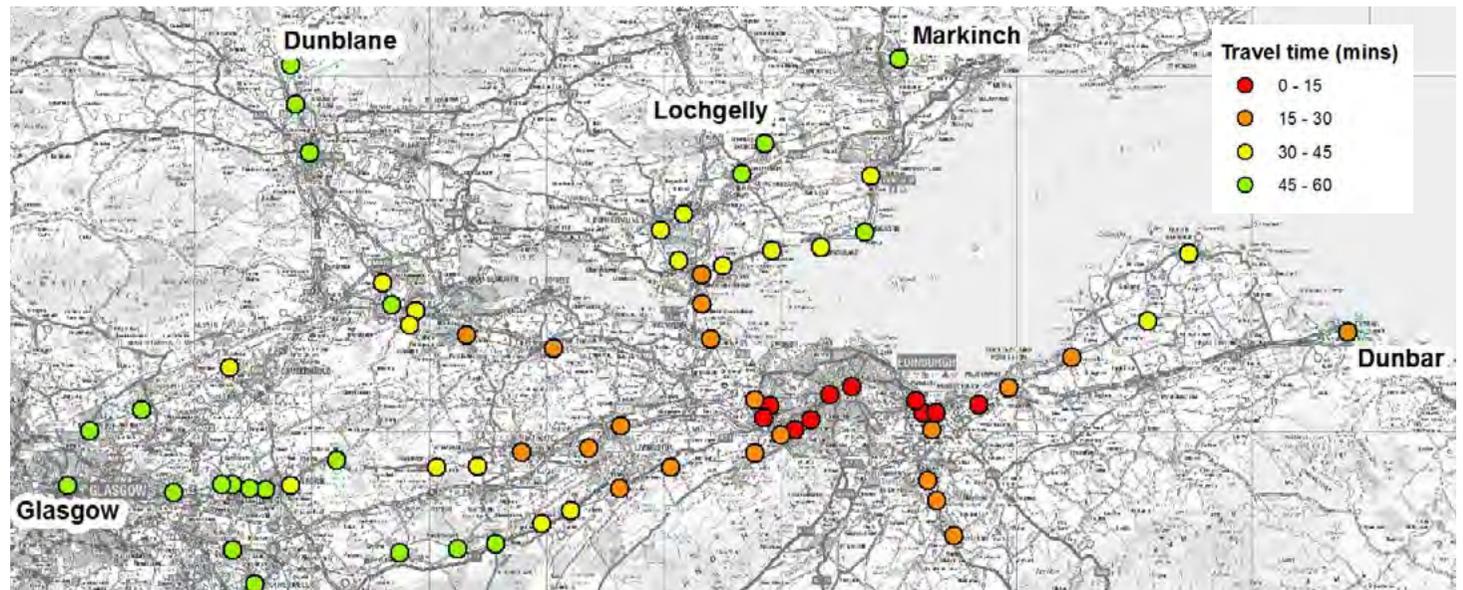
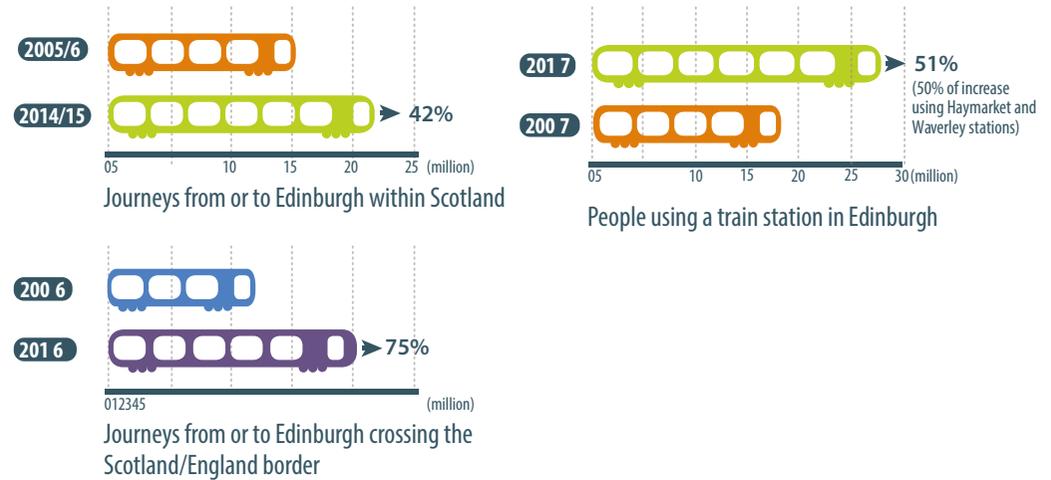
Time of journeys by public transport to/from city centre (red 0-10 mins., green 40-60 mins)

The bus and tram networks are effective in their own right, however the tram currently offers limited coverage of the city and the success of current bus operations has notable impacts upon the city centre, as virtually all services converge in the city centre. This contributes to congestion and journey time delays on key routes and impacts upon the environmental quality and attractiveness of the city centre.

Technology is having an impact on the way we use all forms of transport, driven by open data and smart devices that revolutionise transport information, access, and planning. Automation and information can deliver significant efficiencies in the way we use and manage the existing transport network, resulting in cost savings for local authorities, residents, and businesses.

Vehicle automation is one of the leading discussion topics in transport technology. Autonomous vehicles are designed for safe and efficient journeys without the need for a driver. Advanced driver assistance systems, a step towards autonomy, are already available, and include self-parking, lane control and autonomous emergency braking systems.

Travel by rail



Rail journey times to Edinburgh city centre (red 0-15 mins., green 45-60 mins)

Widening the reach of public transport

To support journeys to and from work, and reduce the need to travel into the city centre and then outward again, the city could develop further orbital connections. By considering the areas of the city where employment is most densely concentrated, the non-central nature of many employment areas is clear.

This could reduce the number of bus services passing through our congested city centre and journey times for communities living on the outskirts of the city, as well as linking with park and ride and other de-centralised functions such as Edinburgh Royal Infirmary and the Bioquarter.

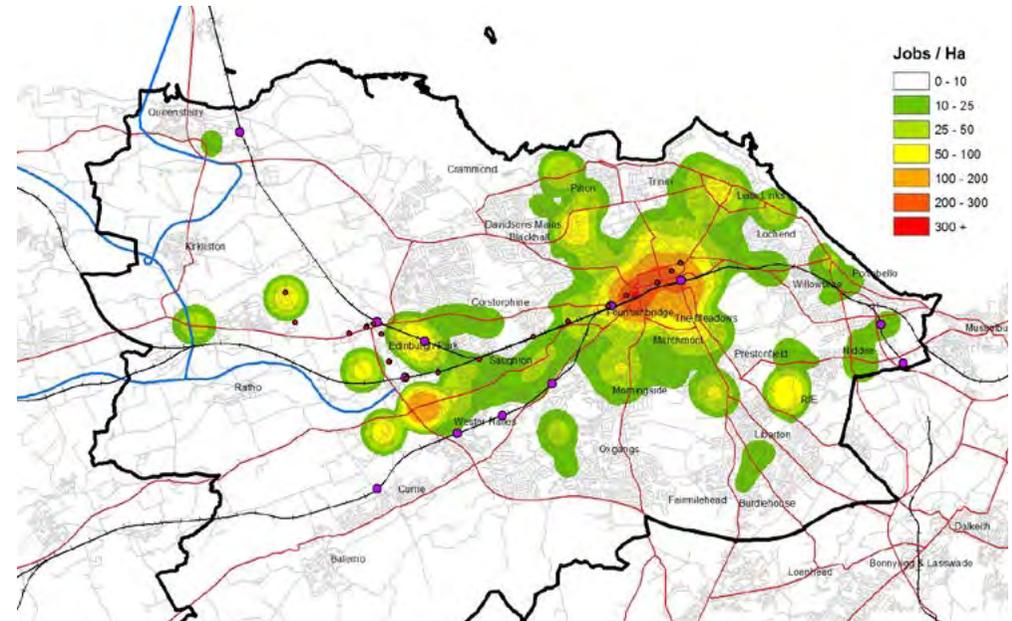
The city could incrementally realign how the public transport network operates, creating better connectivity between locations and modes of transport based on a better understanding of origin and destination data.

To maximise the potential benefits and reach of the tram, there is a need to **create a tram network serving key destinations**, which would mean connecting the four strategic development areas of the City Centre, West Edinburgh, the Waterfront and South East Edinburgh, including the Royal Infirmary/Bioquarter.

This would support growth in these key locations, while offering high capacity and high frequency public transport journeys across the city, reducing the volume of traffic coming into and across the city on a daily basis, particularly if extended into the region.

The further development of the tram offers the opportunity to **realign the overall bus network** so that the two networks are co-ordinated, in terms of routing and scheduling, to complement one another, and better serve the city.

Bus services could be maximised in areas not served by the tram, and in-time could be extended out into the growing city region. To support this, new bus priority corridors with extended timing, and junction priority, would be provided.



Employment density across Edinburgh (jobs per hectare)

Offering more sustainable choices for longer journeys

Working with regional colleagues and the business community, the region's park and ride network could be expanded. New park and ride transport interchanges would be established to provide a more efficient route into the city centre, and key employment centres for commuters. They would be based at key points around the city and would be linked to the regional bus, tram and rail networks.

Park and ride sites could be transformed to become transport interchanges which not only support public transport by increasing services at such locations, but could also provide charging infrastructure, electric bike hire and ancillary facilities such as kiosks and 'click and collect'. Such interchanges could also act as hubs for those living in peripheral areas which are currently less well-served by public transport.

13 **Protecting the city's environment while supporting businesses**

Management of freight and goods could be co-ordinated and integrated via a suite of options to reduce the impacts of large vehicles servicing different areas of our city.

Urban & regional consolidation centres for freight rationalisation are not new but could significantly reduce traffic congestion and pollution in Edinburgh.

A requirement for consolidation centres could be a condition of planning consents for new large commercial developments, as has been done elsewhere for example, in London.

Greener onward travel into the city and its communities could be achieved using smaller, lower emission delivery vehicles (such as low emission or electric vans, or cargo bikes) serving click and collect style delivery hubs close to where people live or work.

Access controls based on vehicle weight, type, size, emission standards and time of day could facilitate the removal of large vehicles from the city centre, and potentially local and town centres, Trader associations and Business Improvement Districts could adopt co-ordinated delivery and servicing arrangements to optimise movements and reduce impacts on residents and customers.

Whilst transformational, these approaches rely on partnerships between city-region authorities, operators and small and large businesses, and could result in increased operational costs, whilst requiring accompanying changes to legislation.



Image courtesy of Sustrans

Controlling the impact of commuter parking

A workplace parking levy is an effective way of funding high quality public transport and facilities for active and sustainable transport. Businesses which provide free parking for employees pay an annual levy for every parking space they provide – any revenue collected is then used to provide alternative transport options to the car.

Nottingham was the first city in the UK to introduce a workplace parking levy. Introduced in 2012, the Nottingham scheme raised £25 million in its first three years - all of this was used to fund transport improvements such as extension of the tram system, improvements to the city's main railway station, creation of Europe's largest fleet of electric buses and funding for supported bus services.

To further reduce the impact of private car use across the city, and to help influence travel choices for those who have a choice, the existing controlled parking zone could be extended from its current coverage – surrounding the city centre – to cover a far broader area of the city.

This would help to manage the levels of on-street parking by those driving into, or across the city, who informally park for free on many of our residential streets around the boundary of the controlled zone, often using residential streets as informal 'park and ride' locations, for onward public transport trips to places of work. This could also free up our streets for potential options such as car club spaces, charge point provision, or wider footways.

Both would dissuade non-essential driving trips into, and across our city, while also raising vital funds to support public transport alternatives. The introduction of a workplace parking levy in Edinburgh, would require change in legislation in Scotland.



Edinburgh's Controlled Parking Zone

Looking to the future

The use of data and communications is already used strategically through traffic light systems, smart street lighting systems, variable messaging signs, and the provision of real time information in bus shelters and phone apps.

Connected vehicle technology allow vehicles to communicate with one another or with highway infrastructure and other appropriate technologies. Combining the connected and autonomous elements within vehicles potentially allows for safer, quicker and more efficient vehicle movement and infrastructure management.

Such changes in technology are taking place and Edinburgh should be prepared to play a more prominent role in the development of policy around connected and autonomous vehicles. The focus of this could be to encourage and provide infrastructure to support connected and **autonomous vehicles** that carry larger volumes of people or goods.

A more joined-up City Operations Centre could be created that uses technology and data to allow more proactive management in the city. This technology could provide an oversight of how the transport network is working and intervene, where necessary, to ensure road safety, prevent congestion and manage demand. The use of sensor technology could be used to manage the monitoring and collection of waste in order to have a more positive impact on the quality of our public spaces.

Other technological advances guide drivers to parking spaces and reduce traffic circulation. One of the most common smart parking solutions is offered by app developers who embed smart parking sensors into road surfaces.

We could promote **smart app based services** such as a smart parking system. Such services could also be extended to identify electric charge point spaces in the city.



Image courtesy of Lothian Buses

Learning from other cities

Oslo

To reduce traffic emissions and provide for a 30% increase in the city's population by 2040, Oslo has introduced its 'Car Free City Life' programme. This will see vehicles restricted from a 1.3 km area of the city centre within the city's inner-ring road.

The priority is to create a greener and more liveable environment in the city, where pedestrians and cyclists have priority over cars and public space is given to outside dining, culture, play, community groups and businesses. Oslo already has a high number of electric vehicles and low levels of car-based commuting, with 64% using public transport, 22% walking and 7% cycling to work.

Source: City of Oslo, Car Free City

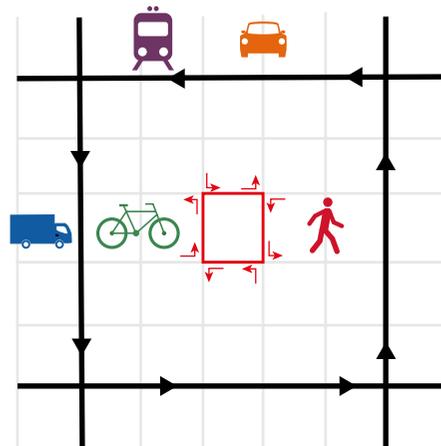


Barcelona

Barcelona is in the process of creating 300 km of new cycle lanes, aligning the bus network to within 300m of all homes, reducing road accidents and improving air quality and public health, including reducing levels of physical inactivity.

Through its Superblock Plan (Superillas) Barcelona's iconic 19th century city grid will be adapted to restrict traffic to the outside of every 9 city blocks, creating Superblocks. Inside each Superblock there will be one way entry for residents and businesses at 10 km/h and new public spaces for community life.

Source: Barcelona Urban Mobility Plan 2013-18



Copenhagen

The City of Copenhagen is using city growth and investment to modernise and continue to improve quality of life for residents. By 2020 it aims to create 20,000 new jobs, by 2025 it will be carbon neutral and by 2027 it will be home to an additional 100,000 Copenhageners.

Copenhagen began to pedestrianise its city centre in the 1960s, when its 1.15 km main street, Strøget, was closed to vehicles. This proved a huge success for public life, health and footfall in the city centre and gradually more streets and squares were pedestrianised. Today, Copenhagen is known for its cycle network and aims for 1/3 of journeys to be made by bike, at least 1/3 by public transport and no more than 1/3 by car.

Source: City of Copenhagen Municipal Plan 2015



Edinburgh Summer Summit



Background

Edinburgh Summer Summit was a two-day initiative based around Clean Air Day on the 21st and 22 June 2018.

The first day of the Summit was the National Clean Air Day, a UK-wide initiative to promote the messaging around making the air cleaner and healthier for everyone, focusing on the reduction of congestion and pollution caused by traffic.

The second day of the summit was to inspire and position Edinburgh as leader in city place-making, in line with the aspirations of the Edinburgh's 2050 Vision.

Programme

OVERARCHING OUTCOMES

- Launch of the City Centre Transformation programme and setting of some design principles.
- Awareness-raising for Low Emission Zone programme.
- Awareness-raising for the George Street to Meadows – Streets for People project.
- Gathering of views for the GNT (George Street and First New Town Design) consultation.
- Collecting data regarding travel behaviours, congestion and pollution
- Celebration of Edinburgh's aspirations to be a healthy, active city.



STREET ACTIVATION

- Public procession led by Cllr Adam McVey, Cllr Lesley Macinnes, and Cllr Karen Doran. Around 100 primary school children were joined by stakeholders and members of public on the
- Creation of an urban garden on George Street
- Free open-air yoga class on The Mound
- Artist led mural wall painting for all.
- E-bike and Cargo bike demos up The Mound.
- All ability cycling including for children (Play on Pedals)
- A mass Lindy Hop dance
- Music from school children
- Information stalls and public consultation events



Conference

SESSION SPEAKERS:

21st June 2018

Launch of the Summit

Katie Robins, Climate 2050,

Cllr Lesley Macinnes

City Forum on Air Quality, Public Health and Transport

Diarmaid Lawlor, Architecture and Design Scotland,

Tom Bell, CEO, Royal Institute of Environmental Health,

Prof Tom Rye, Napier University

22nd June 2018

Edinburgh City - People and Place

Ian Findlay, Paths for All

Malcolm Fraser, Architect

Shannon Donoghue, Young Scot

Successes:

Over 50 people in each session with positive, enthusiastic engagement.

Workshop on city transformation brought forward excellent ideas to add to the consultation.

The Summit was described as a watershed moment in Edinburgh.

Coverage

Outlet	Pieces of Coverage	Circ/MUU
Edinburgh Evening News (Print), including <ul style="list-style-type: none"> • Two front pages • Two leader pieces • Two double page spreads 	13	16,660
The Scotsman (Print)	1	19,792
The Scotsman (Online)	1	87,103
STV News (Online)	1	3,600,000
STV News (1pm bulletin)	1	366,000
Air Quality News (online); The Edinburgh Reporter (online); Bright Kidz (online) National Air Quality Testing Services (online)	4	110,000*
TOTALS	20	4,199,495 (opportunities to see)

* No reliable monthly unique user data from Bright Kidz and National Air Quality Testing Services

Coverage snapshot



THE SCOTSMAN Friday 8 June 2018



George Street will be one of the roads closed to traffic later this month to mark Clean Air Day

Key roads in centre of Edinburgh to close for Clean Air Day events

By IAN SWANSON

Two key roads in the centre of Edinburgh will shut to traffic to celebrate Clean Air Day. The Mound will be closed for the morning of Thursday 21 June, with temporary landscaping and park benches set out for people to enjoy the summer solstice. There will also be an opportunity to try out electric bikes or join a yoga class.

And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the Capital.

Transport minister Humza Yousaf, Edinburgh city council leader Adam Murray and city transport convener Lesley MacInnes will lead a procession of residents, local business owners and school children from the top of the Mound to George Street to mark the start of the two-day, council-organised event.

It is intended to highlight the social and health benefits of a reduction in congestion and pollution, and raise awareness for the need to improve the city's air quality.

The programme is also aimed at raising awareness of the wider City Centre Transformation project which has been creating an action plan for a cleaner, greener and more sustainable Edinburgh that is fit for future generations.

The council is drawing up plans to introduce a Low Emission Zone by the end of 2018. John Lauder, national director of walking and cycle charity Sustrans Scotland, said: "Clean air has never been more important, and the need for action never more urgent. Their quality air has been shown to cause a whole range of health problems. The best and easiest way to deal with air pollution in cities is to reduce the number of cars in congested urban spaces."

Conservative transport spokesman councillor Nick Cook said it was positive to see the council mark Clean Air Day.

But he added: "Set against the local authority's recent posturing on a Low Emission Zone which would ban vehicles from our city centre, some might see these road closures as little more than a smokescreen to test such a scheme."

Edinburgh city-centre roads to close for Clean Air Day



Published: 07:00
Updated: 07:38
Friday 08 June 2018

Share this article

TWO key roads in the centre of Edinburgh will shut to traffic for festivities to celebrate Clean Air Day.

The Mound will be closed for the morning of Thursday, June 21, with temporary landscaping and park benches set out for people to enjoy the summer solstice and an opportunity to try out electric bikes or join a yoga class. And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the Capital.



The National Gallery of Scotland and the Royal Scottish Academy viewed from The Mound

Transport Minister Humza Yousaf will lead a procession of residents, local business owners and school children from the top of the Mound to George Street to mark the start of the two-day, council-organised event, called the Edinburgh Summer Summit. It is intended to highlight the social and health benefits of a reduction in congestion and pollution and raise awareness for the need to improve the city's air quality.

The programme for the day also includes cycle-related activities, including balance bikes for pre-schoolers, a pedal-powered Scalentic, a walking challenge called by experts and a dance group will be performing a mass Lindy Hop.

It is the first time the city has marked Clean Air Day and it is intended to highlight the social and health benefits of a reduction in congestion and pollution, and raise awareness for the need to improve the city's air quality.

The programme for the day also includes cycle-related activities, including balance bikes for pre-schoolers, a pedal-powered Scalentic, a walking challenge called by experts and a dance group will be performing a mass Lindy Hop.

It is the first time the city has marked Clean Air Day and it is intended to highlight the social and health benefits of a reduction in congestion and pollution, and raise awareness for the need to improve the city's air quality.

The council is drawing up plans to introduce a Low Emission Zone by the end of 2019.

John Lauder, director of walking and cycle charity Sustrans Scotland, said: "Clean air has never been more important, and the need for action never more urgent. Poor quality air has been shown to cause a whole range of health problems. The best and easiest way to deal with air pollution in cities is to reduce the number of cars in congested urban spaces."

Conservative transport spokesman councillor Nick Cook said it was positive to see the council mark Clean Air Day.

But he added: "Set against the local authority's recent posturing on a Low Emission Zone which would ban vehicles from our city centre, some might see these road closures as little more than a smokescreen to test such a scheme."

From the DEPUTY EDITOR

By Euan McGroarty

How to escape this 'traffic jam'?

SHOULD Edinburgh follow the lead of major cities around the world and turn over more of the city centre to pedestrians and cyclists?

The debate has been raging in the Capital for years. One side paints a compelling picture of pleasant car-free streets and, critically, air free of toxic exhaust fumes. On the other side there are dire warnings of traffic chaos as cars and buses are forced into ever increasing detours and bottlenecks. As a result, despite years of talking, relatively little has changed.

Take George Street for example where motorists and pedestrians seem stuck in a game of hotch-kockey as one system replaces another.

Two things seem clear. Firstly, the status quo can't hold. Something has to be done about dangerous pollution levels – and the city region's mushrooming population makes that a real challenge. Secondly, no answer will please everyone. Judging by today's Clean Air Day announcement, the approach of the city's new transport leader Lesley MacInnes seems to be two-fold – be bold and test out potential changes in short, sharp bursts before committing to any radical action. Who knows, it's an approach that might just get the city out of this particular 'traffic jam'.

Edinburgh News



CLEAN AIR FESTIVAL TO TAKE OVER CITY CENTRE STREETS

THE MOUND TO GO CAR-FREE

(...for half a day at least!)

By IAN SWANSON

TWO of the Capital's busiest roads are set to be temporarily shut to traffic in the name of raising awareness about air pollution.

The Mound and a stretch of Hanover Street will be closed to cars on the morning of June 21, with park benches placed along the route to encourage pedestrians to take in the city skyline.

And traffic will also be barred from the east section of George Street for more than 24 hours to mark Clean Air Day.

The council will monitor the impact of the closures as it draws up plans for reshaping the city centre.

Edinburgh has six designated 'pollution zones' across the city due to air quality breaches.

Full story - Page 7



Edinburgh city-centre roads to close for Clean Air Day

TWO key roads in the centre of Edinburgh will shut to traffic for festivities to celebrate Clean Air Day.

The Mound will be closed for the morning of Thursday, June 21, with temporary landscaping and park benches set out for people to enjoy the summer solstice and an opportunity to try out electric bikes or join a yoga class. And traffic will be barred from the eastern section of George Street for most of Thursday and up until noon on Friday, with a whole host of activities including school pupils putting their own stamp on a piece of street art reflecting the history of the Capital.

City-centre roads will close to celebrate Clean Air Day

Activities planned for the Mound and George Street



There will be activities such as yoga on the Mound, dancing, a chance to try out an electric bike and somewhere to sit relax and enjoy the fresh air.

Edinburgh will mark the UK's Clean Air Day tomorrow Thursday, 21 June 2018 by closing off parts of the city centre to traffic.



Thursday is national Clean Air Day

Edinburgh will mark the UK's Clean Air Day tomorrow Thursday, 21 June 2018 by closing off parts of the city centre to traffic.

There will be activities such as yoga on the Mound, dancing, a chance to try out an electric bike and somewhere to sit relax and enjoy the fresh air.

Coverage snapshot

Edinburgh News

Environment in focus

Pop-up park drives change

City-centre green day sparks debate on motorist's people

IF SUNDAY drives into a city centre, it is a sight that is rarely seen. The public, however, has been reduced to a city centre parking lot with a green pop-up park around George Street.



It was a historic night, one that will be remembered for the thousands of people who gathered in the city centre for the first time. The pop-up park, which was set up in George Street, was a success. It was a success because it showed that the city centre can be a place where people can enjoy the outdoors. It was a success because it showed that the city centre can be a place where people can enjoy the outdoors.

The pop-up park was a success because it showed that the city centre can be a place where people can enjoy the outdoors. It was a success because it showed that the city centre can be a place where people can enjoy the outdoors.

Capital's road system cracks as hundreds of thousands head to Ingliston for annual event

Traffic delay warning for Highland show visitors

City march helps to clear the air

As thousands of people head to the Highland show, the city centre will be a hive of activity. The city centre will be a hive of activity.

The city centre will be a hive of activity. The city centre will be a hive of activity.

From the ASSISTANT EDITOR

By Alan Young

Could it be Auld Reekie no more?

THERE will be many who will see Clean Air Day in Edinburgh as a stunt by the Green lobby, and an inconvenient one at that.

The Mound, part of Hanover Street and the eastern end of George Street will close to become a temporary oasis in the city centre on Thursday...

But it is more than just a stunt, and wherever you stand - or drive - you should take interest.

It's clear the council is using the event on Thursday to try out its future plans for a more pedestrian and cycle-friendly Capital.

The stakes speak for themselves and surely less pollution and a more welcoming environment is something we can all agree on.

Could it be a case of Auld Reekie no more? This week will tell us much about how easy that will be to achieve.

From the DEPUTY EDITOR

By Euan McGrory

Let's talk about cars and buses

WHATEVER your view on the temporary closure of streets in the city centre to celebrate Clean Air Day, there is no denying that it has been a success in one crucial way.

Some see shutting The Mound and part of George Street for a few hours as a hollow gesture, especially when just eight miles away cars and buses are stuck in tailbacks outside the Royal Highland Showground. It's doing nothing to tackle the real problem, they say.

For others, the traffic jams at Ingliston show exactly why we need to be doing more to encourage people to get out of their cars and on to other modes of transport.

Where the most radical "car free day" the city has ever staged has undoubtedly achieved its aim is in sparking a debate about transport. That's an important conversation for the future of our beautiful city.

No one would suggest the current traffic system in the city centre is ideal - or even close to it. But how would you improve it? Is there space for new pedestrian zones alongside better public transport and the St James Quarter's long-awaited 1800-space car park?

All we need is the air that we breathe to be a lot cleaner

NATIONAL CLEAN AIR DAY on Thursday is a chance to focus on the impact of air pollution in the capital.



WE'RE ALREADY TOUGH ON THE RANGE OF VEHICLES

THE IMPACT OF AIR POLLUTION IN THE CAPITAL

Spot the difference

Traffic ban marks Clean Air Day in city centre - as drivers stew in jams at Ingliston. See p4-5



NEW APP IS SIMPLY THE BEST

THE APP IS SIMPLY THE BEST

Edinburgh streets closed and march held for Clean Air Day

Groups of schoolchildren marched from the Mound to George Street in Edinburgh.



Roads have been closed to cars in central Edinburgh as the city marks Clean Air Day.



Let's reimagine and reclaim our streets!

City centre roads to see regular vehicle-free days for cleaner air

Council planning 'open street' events to boost walking

THE COUNCIL IS PLANNING 'OPEN STREET' EVENTS TO BOOST WALKING

THE COUNCIL IS PLANNING 'OPEN STREET' EVENTS TO BOOST WALKING

Social media snapshot

reggie tricker @reggietricker [Follow](#)

Not sure where else in the world you get such wonderful streetscape benefits from removing traffic as you do in Edinburgh. [#edinsummit](#) [#CleanAirDay](#)



7:41 AM - 21 Jun 2018 from The Come

6 Retweets 14 Likes

Emilia Jane Hanna @Emilijaneagain [Follow](#)

The sun is shining on George Street as we celebrate a future beyond the dominance of the car on [#CleanAirDay](#) [#edinsummit](#)



2:47 AM - 21 Jun 2018

15 Retweets 29 Likes

McKenna @mckenna3umth [Follow](#)

Great to see part of George Street shut down for [#cleanairday!](#) [#edinsummit](#)



5:48 AM - 21 Jun 2018

1 Retweet 10 Likes

Chas Booth @ClrChasBooth [Follow](#)

"Increasing parking increases car use 🚗 and reducing it cuts it" 🚲 🚶 🚴 🚰 🚲 [@TomRyeEdinburgh](#) at [#edinsummit](#) on [#cleanairday](#)



6:42 AM - 21 Jun 2018

11 Retweets 18 Likes

EdinburghSketcher @edinsketcher [Follow](#)

Great drawings from todays sketching on a traffic free George Street. Thanks to all who came and had a go on [#cleanairday](#) 😊 I hope to see you all again soon. [#myedinburgh](#) [#edinsummit](#) [#carfreeday](#) [#edinburghlife](#) [#instaart](#) [#urbansketchers](#) [#thisisedinburgh](#) [@Edinburgh_CC](#)



9:11 AM - 21 Jun 2018

9 Retweets 33 Likes

Suzanne Forup @backonybike [Follow](#)

Enjoying a car free Mound on [#CleanAirDay](#) [#edinsummit](#) - great banners from [@SciennesPS](#) and [@FoEScot](#) - just about to set off!



1:57 AM - 21 Jun 2018 from Edinburgh, Scotland

11 Retweets 24 Likes

Cycling UK Scotland, Cycling Scotland, Cycling UK and Scottish Scotland

Mike Elm @elmms7 [Follow](#)

Happy [#DirtyAirDay](#) everyone (1/364)! Feels like only yesterday it was [#CleanAirDay](#)... [#Edinsummit](#) [#Edinburgh](#)



9:48 AM - 22 Jun 2018

12 Likes

Suzanne Forup @backonybike [Follow](#)

A highly deserved round of applause for [@Daisynmurphy](#) this morning for creating [#edinsummit](#); two days that could be the turning point for the next transformation of our beautiful, complex and evolving capital city



7:17 AM - 22 Jun 2018 from Edinburgh, Scotland

11 Retweets 34 Likes

Jamie Wylie @JW_Wylie [Follow](#)

Would you prefer George Street had this or six parked cars? Well done [@Edinburgh_CC](#) for showing that putting people before vehicles works better for everyone [#edinsummit](#)



9:20 AM - 21 Jun 2018

8 Retweets 35 Likes

Emilia Jane Hanna @Emilijaneagain [Follow](#)

Can't quite believe what has happened in Edinburgh today! Yoga, inspirational talks at [#edinsummit](#), dancing in the street, a clean air procession, George St transformed again into a park, and politicians inc [@Imacinnessnp](#) [@adammcvey](#) [@ClrChasBooth](#) there to say [#CleanAirNow!](#)



3:12 PM - 21 Jun 2018

4 Retweets 13 Likes



Social media snapshot

Rob Armitage added 32 photos to the album: Clean Air Day - 21st June 2018 in Edinbop. 25 June at 20:52

We went dancing outside again, this time for Clean Air Day!

The City of Edinburgh Council closed off a couple of parts of the city for a day of activities to raise awareness for the need to improve the city's air quality, and we got to dance on George Street for a couple of hours on a Thursday evening. It keeps being sunny each time we dance outdoors... maybe we should do it more often?

Thanks to Emma Crowther for coordinating with the council and suggesting this in the first place!

Tag yourselves 🙌

#cleanairday #edinsummit #myedinburgh



11



edinburghsketcher • Follow
Edinburgh, United Kingdom

edinburghsketcher Great fun sketching on a traffic-free George Street this lunch time. Thanks to all who came and had a go on #cleanairday ☺ I hope to see you all again soon.

#edinburgh #edinsummit #cafefreeday #edinburghlife #instart #urbansketchers #thisisedinburgh @edinburghcouncil

69 likes



andyatlincom • Follow
Edinburgh, United Kingdom

andyatlincom Excellent morning taking photos with @wearecyclinguk at Edinburgh's Clean Air Day activities with some happy faces enjoying Ride Together on Pedals soaring on a traffic-free George Street.

#Edinburgh #Scotland #cleanairday #edinsummit #myedinburgh #bike #bicycle #cycle #cycling

29 likes



Ellen Mears shared an event to the group: Edinbop. 21 June at 15:11

Don't forget we'll be dancing on George Street tonight as part of Clean Air Day!

Social dancing 6-8pm

Plus a short lesson for complete beginners at 7pm!... See more



THURS, 21 JUN

Edinbop presents: Swing Dancing on Clean Air Day

92 people interested

Interested

Yoga for You - Edinburgh 13 June at 15:57 Instagram

It might be hard to imagine the city centre without all the traffic but on Thursday next week that's exactly what's going to happen. The Mound and part of Princes St will be closed to traffic to celebrate Clean Air Day 2018. I'm going to be teaching a free yoga class at the bottom of The Mound (yes, on the road) from 11am - 12pm. If you fancy posing for some photos come a bit earlier, say 10.15am. So that's Thursday 21st June 11am, see you there. #cleanair #cleanairday #edinsummit #nocars #justyoga #edinburgh #myedinburgh #scotland #beautifulyc #yoga #yogaoutdoors #freeclass #itsalsointernationalyogaday #andthesummersolstice



20

7 shares



backonmybike • Follow

backonmybike Loved the traffic free streets in Edinburgh today for #cleanairday - real cycle space

#Edinburgh #edinsummit #getoutdoors #activelifestyle #activetravel #Scotland #activation

16 likes



waughthisway • Follow
Edinburgh, United Kingdom

waughthisway It might be hard to imagine the city centre without all the traffic but on Thursday next week that's exactly what's going to happen. The Mound and part of Princes St will be closed to traffic to celebrate Clean Air Day 2018. I'm going to be teaching a free yoga class at the bottom of The Mound (yes, on the road) from 11am - 12pm. If you fancy posing for some photos come a bit earlier, say 10.15am. So that's Thursday 21st June 11am, see you there. #cleanair #cleanairday #edinsummit #nocars #justyoga #edinburgh #myedinburgh #scotland #beautifulyc #yoga #yogaoutdoors #yogaeverywhere #freeclass #itsalsointernationalyogaday #andthesummersolstice

aprilart Nice one!

redxjs Will Mr. W. be posing?

52 likes



chas_booth • Follow
The Mound

chas_booth "What do want?"
"Clean air!"
"When do we want it?"
"Now!"
Great chants from school kids at #cleanairday in #edinburgh #edinsummit
globalactionplan 🙌

17 likes

Quotes

“Loved the traffic free streets in Edinburgh today for #cleanairday!”

“Great vibes yesterday on George Street for #edinsummit”

“We’ve arrived on George Street and it looks amazing”

“Today has been a beautiful vision of the future for Edinburgh”

“It has been lovely seeing everyone out enjoying themselves in the clean air and the sunshine”

“This has been a really symbolic move for the future of Edinburgh’s city centre”

“Using one of Edinburgh’s premier streets - George Street – for Clean Air Day it has been a very clever way of showing people a different way in which they can use the city”

“We were chanting and protesting down the Mound and it felt really good to be out on the clear road celebrating Clean Air Day”

“Clean Air Day was a great idea!”

“Just wanted to say thanks for the great event over the last two days and I hope you are happy with how it turned out. I thought Malcolm Fraser was excellent earlier today and even turned me back towards an optimistic outlook!”

Quotes

Not everyone was happy with the street closures

“But let’s gridlock the rest of the city so emissions are higher, utter shambles”

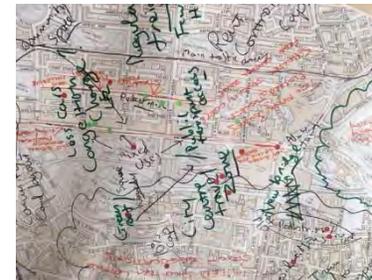
“It would be ideal if you want Edinburgh to become another Venice, were local citizens cannot live anymore, and the city is a kind of "Museum-Park". Thursday (yesterday) was a kaos for people trying to go to work, pick up their children, or go home”

“It was chaos but next time make sure people who live and work here know - particularly elderly and disabled. Locals can then plan to reroute , avoid the city centre if they can and leave to the tourists to enjoy the yoga!”

“Some public transport were delayed 20 minutes, with the consequences for the people. If the housing prices in the city are rising to the point that the locals have to move far away from it, you should make easy for them to move around.”

“Can’t get there town completely gridlocked”

Images



Partak City
People
Welcomed
Empowered
Engaged
Involvement
Cohesive
Listening (to each other)
Feel safe
Connected (Relationships)

Political Structure
Empowerment
Outcome Focused (not process)

Wellbeing
Inclusive
Accessable
Healthy Habits
Empowered
Options
Calm - Distraction
Health

Active can thrive standard.
existing facilities + cultural

Political Narrative
Designed for local ppl + their needs
needed - fairly simple, clear
ambition - sound, small scope - Sensory
diversity of use

substantive evolution to
the small communities

Video



The video can be downloaded here: www.dropbox.com/sh/8fs36jnvwqeo7zb/AACsWUpoEZIHJs-MQ7y5bE-a?dl=0

Monitoring

Travel behaviour

- Survey by Richard Stevenson, Msc Carbon Management, The University of Edinburgh
- 40 participants across two street-closure events. (16th June, Friends of the Earth event and 21st June, Clean Air Day event)
- Overall, the findings seem to indicate a reasonably high level of support for car-free initiatives in Edinburgh.

Some headline stats:

Question	Answer
Are you aware that this is a special one-day event taking place here today?	Yes – 47.5%
Are you aware of the purpose of today's event?	Yes – 47.5%
Were you aware of this event before coming here / to Edinburgh today?	Yes – 37.5%
To what extent would you say you were already aware of initiatives like today's event, i.e. events related to clean air, fewer vehicles on our roads, pedestrianisation and active travel?	Yes – 67.5%
To what extent would you say you were supportive of initiatives like today's event, i.e. events related to clean air, fewer vehicles on our roads, pedestrianisation and active travel?	Yes – 87%

Question (Strongly agree 5 – 1 strongly disagree)	Answer
Reduced vehicle events like this should happen more often in Edinburgh.	5 = 55%, 4 = 30%
Reduced vehicle events like this should happen on a bigger scale in Edinburgh.	5 = 57.5%, 4 = 20%
I would support plans to consider the closing of residential streets in Edinburgh to through traffic on a regular basis. [assuming residents, businesses, deliveries would still have access]	5 = 45%, 4 = 27.5%
I would support plans to consider the closing of residential streets in Edinburgh to through traffic permanently. [assuming residents, businesses, deliveries would still have access]	5 = 50%, 4 = 17.5%

Monitoring

Air Quality and Congestion

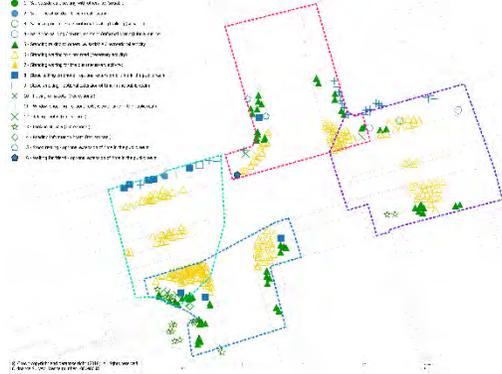
- Sweco was commissioned by the City of Edinburgh Council to collect traffic flow data to contribute to monitoring of the recent Clean Air Day
- Due to the abnormal hot weather conditions and queuing traffic on the routes where recording was undertaken, the ATCs did not record for the full 7 day survey as intended. Several ATC loops sprung up from the carriageway and two loops were broken mid-survey. Notwithstanding this, the data recorded provides some indication of the effects of road closures on the routes studied
- The ATC traffic data available would suggest that despite some congestion, the road closures did not adversely affect operation of the surrounding road network on the signed diversion routes. The signage for road closures was implemented further afield than the signed diversion route and it is assumed that drivers made route choices at earlier points on the road network, spreading the effect of any re-routing.
- During the 2.5 hour road closure on the 21st June, The Mound experienced a reduction in two-way vehicle flow of between 800 to 1,500 vehicles (covering the 2.5hour road closure). This translated to an overall reduction in HGV movements of between 120 and c.300 trips.
- There was a temporary improvement in Air Quality on The Mound and George Street during the road closures. Further studies and road closures would need to be undertaken to understand the full benefits on Air Quality. This would suggest that drivers chose to either re-route earlier than the Mound / Hanover, re-timed their journey or chose an alternative mode of transport.
- Given the issues with the ATCs and the short time period over which the road closures were in place, then the conclusions of this study should be taken as indicative only.

Monitoring

Public Life Assessment

Behaviour (Not Clean Air Day)

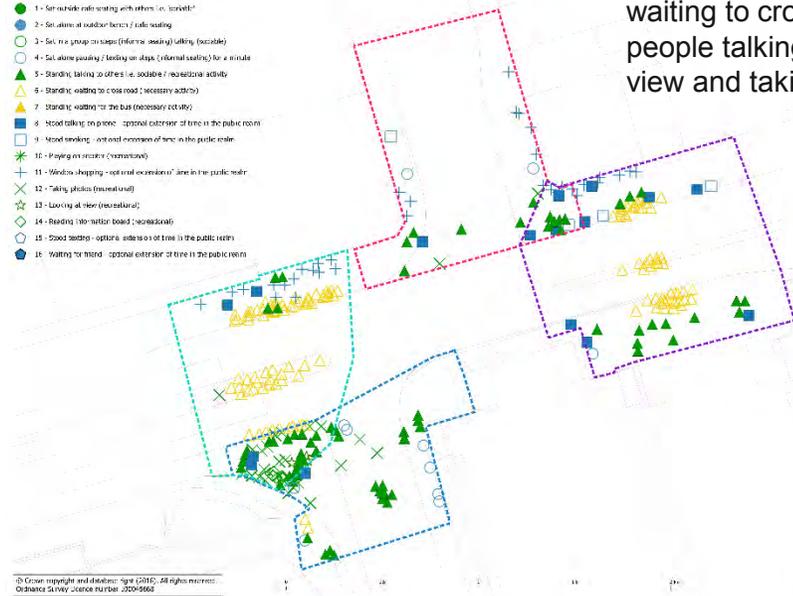
- 1 - Sit outside cafe/restaurant/tea room
- 2 - Sit alone at outdoor cafe
- 3 - Sit alone at outdoor cafe / table reading
- 4 - Sit alone at outdoor cafe / table reading (talking)
- 5 - Stand alone waiting / leaning on steps (informal seating) talking (occasional)
- 6 - Sit alone waiting / leaning on steps (informal seating) for a minute
- 7 - Stand alone waiting / leaning on steps (informal seating) / recreational activity
- 8 - Stand alone waiting to cross road (necessary activity)
- 9 - Stand alone waiting for the bus (necessary activity)
- 10 - Stand talking on phone - optional extension of time in the public realm
- 11 - Stand reading - not used extension of time in the public realm
- 12 - Paying on mobile (extension)
- 13 - Walking shopping - optional extension of time in the public realm
- 14 - Talking, photos (recreational)
- 15 - Looking at phone (recreational)
- 16 - Reading - informal board (recreational)
- 17 - Stand reading - optional extension of time in the public realm
- 18 - Waiting for friend - optional extension of time in the public realm



- Greater pedestrian space and reduction in traffic led to a greater diversity of social and economic activities on Princes Street
- The type and location of activities on Clean Air Day indicate people felt more relaxed and were able to enjoy the space and linger in it
- Spaces usually reserved for waiting to cross were utilised by people talking, looking at the view and taking photos

Behaviour (Clean Air Day)

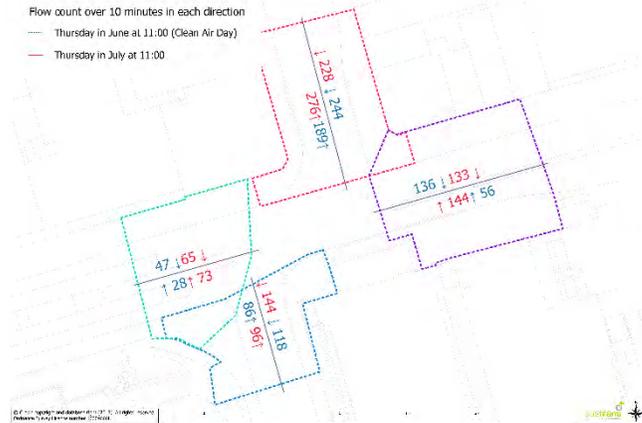
- 1 - Sit outside cafe/restaurant/tea room
- 2 - Sit alone at outdoor cafe
- 3 - Sit alone at outdoor cafe / table reading
- 4 - Sit alone at outdoor cafe / table reading (talking)
- 5 - Stand alone waiting / leaning on steps (informal seating) talking (occasional)
- 6 - Sit alone waiting / leaning on steps (informal seating) for a minute
- 7 - Stand alone waiting / leaning on steps (informal seating) / recreational activity
- 8 - Stand alone waiting to cross road (necessary activity)
- 9 - Stand alone waiting for the bus (necessary activity)
- 10 - Stand talking on phone - optional extension of time in the public realm
- 11 - Stand reading - not used extension of time in the public realm
- 12 - Paying on mobile (extension)
- 13 - Walking shopping - optional extension of time in the public realm
- 14 - Talking, photos (recreational)
- 15 - Looking at phone (recreational)
- 16 - Reading - informal board (recreational)
- 17 - Stand reading - optional extension of time in the public realm
- 18 - Waiting for friend - optional extension of time in the public realm



- Count data demonstrates the high footfall in this area over a ten minute period moving in each direction
- Pedestrians felt empowered to take ownership of the road space on Clean Air Day. They utilised the road quickly, showing the need for extra space due to pedestrian volume
- The volume of traffic on the Mound and Hanover Street on the Non Clean Air Day survey period regularly blocked pedestrian movement heading in both directions of Princes Street. This created problems for crossing pedestrians from both a safety and priority perspective

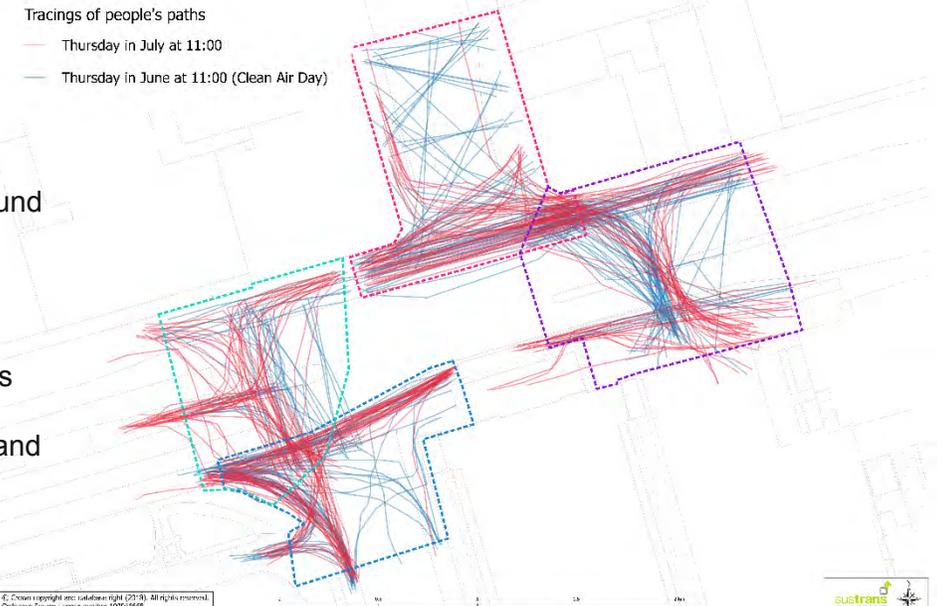
Flow count over 10 minutes in each direction

- Thursday in June at 11:00 (Clean Air Day)
- Thursday in July at 11:00



Tracings of people's paths

- Thursday in July at 11:00
- Thursday in June at 11:00 (Clean Air Day)



Cost

The event was financially supported through Paths for All 'Smarter Choices Smarter Places' Fund). In addition, Sustrans Scotland provided financial support for communications. Many partner organisations, summit speakers, artists, businesses and friends provided support without financial remuneration.

Some headline figures:

Total cost of the event: £21,777.36 (Initial budget: £30,000)

- CEC costs for road closures: £4,021.70 including traffic management, TRO etc
- Event costs £15,305.66
- Monitoring £1,500.00
- Venue £950.00

(Assembly Rooms venue was paid for by moneys carried over from a previous booking)

Conclusion

A snapshot of success

Celebration of Clean Air Day as part of a nation-wide initiative. The organisers considered Edinburgh's event to be excellent, achieving their objectives.

Achieved the outcomes as set out prior to the event in a very short space of time.

Excellent collaborative working with established and new partners laying the foundation for future behaviour change work in partnership.

Media coverage and general feedback was hugely positive with some concerns highlighted, which was good to foster a constructive debate.

The success of the event has attracted additional revenue funding (£50,000) from Paths for All to explore further events of with similar objectives.

Some lessons Learned

Monitoring of a one-off event is not as statistically robust as it would be for regular or longer-term events.

More time needed in the build-up to street closures for better communication and coordination.

Events of this scale are resource and time-intensive and require more dedicated support.

Different communication channels should be explored, like radio/TV, rather than overly reliant on social media and print.

Audience groups could have been wider and more diverse if we had more time.

More thought needed on whether road closures should have organised events or have an organic approach.

Public engagement– City Mobility Plan, Low Emission Zone (s), and Edinburgh City Centre Transformation

Engagement period commencing September 2018

Purpose

This outline provides a summary of the public engagement approach for City Mobility Plan (CMP), Low Emission Zone(s) (LEZ), and Edinburgh City Centre Transformation (ECCT) projects.

Public engagement follows an extensive programme of engagement with stakeholders to identify and inform the issues and options for the future as set out in the public prospectus. Work to date has been informed by recent feedback provided to the Council through engagement on other related projects (such as the World Heritage Management Plan, Royal Mile Action Plan, Locality Improvement Plans, and the Economy Strategy).

The purpose of this stage of public engagement is to publicly test the ideas generated through stakeholder engagement. This will involve public events and online consultation, supported by the prospectus which sets out ideas to create a more active and connected city, a healthier environment, and a transformed city centre and neighbourhood streets.

Outcomes sought from this phase of public engagement

The overall aim is for a high-quality engagement experience. To date, there has been a high level of engagement with key stakeholders. The Council wants to build on this and achieve an active and participatory approach to engagement with the public.

All interested parties will:

- have an improved awareness of the case for change and range of potential ideas that could be progressed in Edinburgh.
- have the ability to input views on the ideas set out in the prospectus via the Council's consultation hub and social media, printed response forms, and through public events
- be confident that their views have been heard by the Council
- be aware of the next steps for the work and opportunities to be involved in future delivery.

Timing and dependencies

The engagement period will commence in September 2018 eight weeks following the end of the summer festival period.

Related programmes of public and stakeholder engagement are also scheduled for similar timings and where appropriate will be coordinated. These include:

- 2050 Edinburgh City Vision – launching 3 September
- Local Development Plan – stakeholder engagement over September
- George Street and the First New Town – ongoing stakeholder engagement
- Meadows to George Street Cycleway

Information available

Information will be available through a variety of channels to promote that the Council is seeking public engagement and to direct people to provide feedback via the consultation hub.

Prospectus

- The prospectus will be primarily available online with feedback on the prospectus questions will be collected via the Council's online consultation hub. A small print run made to provide hard copies for libraries, council hubs, and use at public events.

Promotion and supporting information

- Radio and print media, the Council's social media, and partner organisations' media will be used to promote the public engagement (particularly with young and hard to reach people) and encourage discussion.
- Supporting promotional material (posters, postcards, etc) will be made available in public places, transport hubs, at related public events.
- A website is being developed to direct people to further information including evidence and research behind the projects, key presentations and reports, as well as supplementary information and presentations that will be used throughout the engagement process.

Events and workshops

- Council officers, heads of service and service managers from across the Place directorate, and elected members will host public events/drop in workshops to provide more information about the ideas in the prospectus and to discuss it further.
- Public events will be scaled to target specific groups of stakeholders and geographies across the city to facilitate more detailed discussion on specific ideas.
- A series of public 'talks by experts' to present new and emerging ideas to stimulate public discussion and information and supporting material (transcripts/slides etc) would be available online. A lead expert or ambassador could be utilised to give the engagement a higher profile.

Pre-public engagement awareness raising

In advance of the public engagement period, the Council will undertake a proactive communications campaign to raise public awareness of the issues and ideas set out in the prospectus.

The Council's social media will be used to promote the upcoming engagement and encourage people to take part in it. Ideas and examples of similar initiatives implemented by other cities will also be promoted.

A series of short vox pop videos will be commissioned to exemplify the ideas and issues set out in the prospectus. The videos will include citizens, businesses, and stakeholders speaking about their travel habits, needs, and potential ideas for the future.

Awareness raising videos and social media posts will be made during August 2018. A full schedule will be developed over the coming weeks and will include a similar approach to be taken over the consultation period commencing in September 2018.

Summary of approach to public engagement

Audience	Engagement content	Channel of engagement
Public engagement		
Members of the public	<ul style="list-style-type: none"> - Engagement on ideas presented in prospectus - Events held across the City (focusing on geographies and key ideas/sets of ideas) - Invited to specialist talk series on emerging ideas 	<ul style="list-style-type: none"> - Targeted to engage with prospectus via media and social media. - Invited to attend open stakeholder events - Encouraged to complete online consultation
Stakeholder groups		
<ul style="list-style-type: none"> - Young people (children, youth, and young professionals) - Older people - Vehicles (e.g. cars, goods vehicles, freight, motorcycle) - Community planning partners - Developers and agents - Design and heritage - Equalities representation groups - Environmental groups - Transport providers (public, taxi and hire car, and community providers) - Walking and cycling - Economic growth and Edinburgh business - Trade associations - Regional planning/neighbouring authorities/city deal partners - Statutory bodies - Emergency services 	<ul style="list-style-type: none"> - Engagement on ideas presented in prospectus - Invited to open seminar series on emerging ideas - Able to discuss specific ideas if raised 	<ul style="list-style-type: none"> - Targeted to engage with prospectus via <ul style="list-style-type: none"> o CEC contact with key representation groups o media (print, radio, online) o social media - Invited to attend open stakeholder events - Encouraged to complete online consultation - Where CEC has input into existing forums – will be used to run events for those stakeholder groups

Specialist engagement		
<p>Specific events will be held for discussion</p> <ul style="list-style-type: none"> - On key issues/proposals (such as LEZs, freight) - On impacts on geographies across the city and city centre (such as Princes street, town centres, across the city) - With existing forums and groups - specific meetings with key stakeholders (e.g. those critical to delivering proposed ideas) at senior manager level <p>Place Standard exercise</p> <ul style="list-style-type: none"> - Place standard exercise (air quality focus) in key areas to gain local perspective. <p>Hard to reach groups</p> <ul style="list-style-type: none"> - Further research will be commissioned to take a specific approach to contact and engage with people and groups that do not often engage with the Council (such as those on low incomes) 	<ul style="list-style-type: none"> - Will support more detailed discussion and engagement with local communities and specific groups of stakeholders. - This also includes further research work that is scheduled to be undertaken to inform the next stages of the projects. 	<ul style="list-style-type: none"> - Invited via existing networks to attend event - Feedback on specific discussion collated by project team - Encouraged to complete online consultation - Any additional engagement content (presentations etc) will be made publicly available on website

Transport and Environment Committee

10.00 am, Thursday, 9 August 2018

Review of Waste and Recycling Strategy

Item number	7.9
Report number	
Executive/routine	Executive
Wards	
Council Commitments	18 , 23 , 25

Executive Summary

This report discusses the review of the Council's Waste and Recycling Strategy. The Strategy covers the period from 2010-2025. The review outlines progress to date, sets out challenges and opportunities and proposes a forward plan of actions for the coming years.

Following restructuring of the Council in 2016, the review of the strategy and the forward plan of activities both encompass Cleansing and cleanliness actions in addition to those which featured in the original strategy.

Review of Waste and Recycling Strategy

1. Recommendations

- 1.1 Committee is asked to note the contents of this report.
- 1.2 Committee is asked to note in particular the improvement in recycling performance since 2010, and the decline in waste arisings, as well as several external risks which are expected to impact on future performance.

2. Background

- 2.1 The Council's existing Waste and Recycling Strategy covers the period 2010-2025. This report provides a mid life review of performance since the strategy was published.
- 2.2 In addition it identifies some changes which have taken place since the strategy was published, and identifies emerging risks, challenges and opportunities.
- 2.3 A forward plan is included which outlines a wide range of actions which will take place going forward. These are a combination of actions with a defined end date, or which more often require to take place on an ongoing basis to maintain progress and deliver the strategy.
- 2.4 The Council's Cleansing function did not form part of the original strategy as that role was devolved under Neighbourhood Management. This is no longer the case so the forward plan does include actions relating both to the specific cleansing function, and to delivering cleanliness as an outcome. The two are distinct.
- 2.5 While progress to date has focussed primarily on recycling, the forward plan is perhaps broader and includes actions around prevention, reuse, diversion of waste from landfill, cleanliness, and efficiency.

3. Main report

- 3.1 The Council's existing Waste and Recycling Strategy was published in 2010. This mid life review takes stock of progress, while setting out actions for the years ahead.
- 3.2 The Strategy's main strategic focus to date has from the householder's point of view been on redesigning waste and recycling collections to encourage recycling and minimise landfill. Although enhancements to recycling services will continue

with the redesign of communal bin services in particular, future actions take place across a broader range of activities.

3.3 Overall the strategy seeks to see waste either avoided or treated as a resource.

3.4 The following table sets out some key points:

	2010	Now	Change
Population	486,120 Estimates National Records of Scotland- midpoint 2010 estimate	507,170 Estimates National Records of Scotland- 2011 estimate for 2016 estimate	4.3% increase
Households	220,195 Estimates National Records of Scotland- midpoint 2010 estimate	245,350 Estimates National Records of Scotland- 2011 estimate for 2016 estimate	11.4% increase
Waste Arisings (tonnes)	235,162 Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	209,846	10.7% decrease
Waste Landfilled (tonnes)	163,788 Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	115,200	29.7% decrease
Waste Recycled (tonnes)	71,373 Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	89,322	25.1% increase
Other Disposal (Energy Recovery)	0 Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	5,324	Increase from zero tonnes
Recycling Rate	30.4 % Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	42.6%	40.1% increase

Achievements to Date

3.5 The reduction in waste arisings even as the City has grown is notable. This is a complex area and there are likely to be a number of reasons behind this. In particular changes to behaviours (people reading news online rather than buying a paper) and the decisions of retailers to reduce packaging waste all play a part.

3.6 However the decision of the Council to redesign waste collection to restrict the capacity provided to each household (in kerbside collection areas) for landfill, even as recycling has increased, will have played a part in this.

- 3.7 The recycling rate has increased from around 30% to more than 40% since 2010. This is a significant improvement, and in fact comparison with other cities suggests that Edinburgh's performance is at least creditable, and probably above average.
- 3.8 In areas with kerbside collections, waste composition analysis suggests that our recycling services are particularly good at recycling paper, cardboard and plastic bottles. It is expected that the redesign of communal bin services, which has already commenced, will drive similar improvements in those areas.
- 3.9 During the period since the strategy was published a food reprocessing facility has been developed and work is continuing to open the second phase in 2019. This will cease the Council's reliance on landfill.

Emerging issues

- 3.10 Section 3 of the Review discusses issues which impact on the original assumptions in 2010, and will impact progress either positively or negatively.
- 3.11 A number of issues are identified which represent risk to continued progress. In particular the loss of China as an export market for recyclable materials is expected to mean that recycling rates could fall, even if the materials did not previously go to China. This affects a range of materials, not just plastics as has been reported.
- 3.12 In Edinburgh's case, however, the contractor we use would divert materials to "refuse derived fuel" (i.e. as a cleaner replacement for fossil fuels in power stations). In this event therefore the outcome would be both preferable to landfill and more cost effective.
- 3.13 In the short term this is clearly a problem, and is not in the Council's control. Over time, this could represent an opportunity if it means that developed countries take the opportunity to develop infrastructure to recycle and remanufacture closer to home. The development of an experimental plastics recycling facility in Scotland has recently been announced but it will take time to recover from the current position and this may see recycling rates depressed.
- 3.14 In parallel the focus on single use plastics and the development of a deposit return scheme (DRS) certainly present opportunities to reduce litter and to encourage recycling. However there are risks too.
- 3.15 For example the waste analysis showed that kerbside recycling services were already collecting very high levels of plastic drinks bottles (74% and 85%) but only 26% of aluminium cans. So depending on how it works in detail, the DRS could encourage recycling of one material but also capture other materials which are already being recycled, and negatively impact on the recycling performance of the local authority.
- 3.16 Section 3 also highlights the impact of changes in Council funding. Like all public services there is constant pressure to do more with less, and the pressure grows each year. This has already meant that it had become uneconomic to recycle mattresses (although it is hoped that this will change in the near future).

- 3.17 These financial constraints have led to the introduction of a charge for the garden waste collection, although this will be combined with an increase in collection frequency which serves to reduce risk in this respect.
- 3.18 This garden waste collection services (kerbside collection and Recycling Centres) represent around 25% of the current recycling performance. It remains to be seen the extent to which these two changes combine to impact on the recycling rate, or whether they will actually encourage home composting and so lead to a reduction in waste arisings overall.
- 3.19 It would perhaps be preferable to see more action to require waste producers to contribute to the cost of managing the waste they produce (Extended Producer Responsibility). The DRS does offer the opportunity to deliver this to an extent but otherwise the impact of DRS in the UK seems limited. There is scope for the Scottish and UK governments to do more in this area.

3.20 Future Activity

- 3.21 The Forward Plan included in Section 4 of the review sets out the actions which are currently intended to drive forward the strategy. A number of the actions are not time limited- they are ongoing actions rather than time limited projects with a defined end date.
- 3.22 In addition, it is recognised that while the strategy comprises a range of high level themes such as Waste Prevention, Recycling, Cleanliness, etc, a number of the actions actually deliver on several of these and the Forward Plan highlights this.

4. Measures of success

- 4.1 Delivery of the Waste and Recycling Strategy will result in a reduction in waste arisings per head of population, more reuse and recycling of materials and the diversion of waste from landfill to generate energy.

5. Financial impact

- 5.1 There are no direct financial implications are arising from this report. In general terms diversion of waste from landfill will be the most cost effective measure.
- 5.2 Offsetting this, changes in the recycling market do mean that recycling will not be as cheap as it has been in recent times, and the cost savings attributable to this will diminish.

6. Risk, policy, compliance and governance impact

- 6.1 Implementation of the current waste and recycling strategy will support delivery of the Council's objectives to reduce the use of landfill, and to manage waste more sustainably.

- 6.2 A number of risks are identified in the Review which will, or may, undermine successful delivery of the Council's strategy but these are largely outwith the Council's direct control. The impact of these will be kept under review.

7. Equalities impact

- 7.1 An integrated impact assessment has been carried out which has not identified any negative equalities impact although some measures such as enhanced access to communal recycling services combined with reduced numbers of bin sites could have both positive and negative impacts for some residents at a local level.
- 7.2 These will be reviewed on an ongoing basis.

8. Sustainability impact

- 8.1 An integrated impact assessment has been carried out which has identified a positive sustainability impact.
- 8.2 Delivery of the strategy is based on the premise that waste will be diverted from landfill, that waste will be better managed (e.g. in terms of cleanliness, as well as recycling) and that steps will be taken to prevent waste at source in those situations where the Council can influence this.

9. Consultation and engagement

- 9.1 This report relates to an existing strategy which runs until 2025. The forward plan sets out a number of measures which collectively serve to deliver the strategy. Where appropriate these will be subject to consultation and engagement as appropriate for that measure.

10. Background reading/external references

- 10.1 Waste and Recycling Strategy 2010-2025
www.edinburgh.gov.uk/info/20245/services_for_communities/413/waste_strategies

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

11. Appendices

Appendix 1 Review of Waste and Recycling Strategy 2018.

Appendix 1
Waste and Cleansing Services
Review of Waste and Recycling Strategy 2018

Contents

Executive Summary	5
1. Progress and Achievements to Date	
1.1. Prevention – Reduce and Reuse	9
1.1.1 Achievements to Date	9
1.2 Diversion- Recycling and Reprocessing	10
1.2.1 Achievements to Date	10
1.2.2 How Edinburgh Compares	11
1.2.3 Comparison of Recycling Rates Internationally	11
1.2.4 Recycling Performance By Scheme (Waste Analysis)	12
1.2.5 The National Picture	12
1.2.6 The Edinburgh Picture	12
1.3 Other Waste Streams	14
1.4 Commercial Waste Streams- Trade Waste Collections and Household Waste Recycling Centres	14
1.4.1 Waste From Council Premises	15
1.5 Litter, Fly-tipped Waste and Mechanical Street Cleaning Wastes	15
1.6 Educating and Engaging Communities	17
1.7 Behavioural Change	17
1.8 Enforcement	17
1.9 Depot Development and review	18
2. Case Studies	
2.1 Waste Prevention: Remade in Edinburgh	22
2.2 Recycling: Kerbside Recycling Service	22
2.3 Commercial Waste: Time Windows for Commercial Waste Presentation	23
2.4 Educating and Engaging Communities: Changeworks	23
2.5 Litter and Fly-Tipping	23
3. Changes and Challenges	
3.1 Changes Which Have Occurred Since The Strategy Was Published	27
3.1.1 Recycling Targets	27
3.1.2 Changes to Scope of Strategy	27
3.2 Emerging Issues Which Are Known	27
3.2.1 Legislative and Policy Changes	28
3.2.2 City Growth and Demographic Changes	29
3.2.3 Public Participation	29
3.2.4 Finances- Funding and Pressures	30
3.2.5 Funding streams	30
3.2.6 Markets and Materials	31

3.2.7	Impact of Restrictions and Bans On Materials Imported Into China	31
3.2.8	Plastic Reduction Measures	32
3.2.9	Deposit Return Schemes	32
3.2.10	Emerging Markets	33

4. Future Activity

4.1	Key Themes Going Forward	36
4.2	Major Projects and Other Deliverables	37

5. Appendices

Appendix 1	Recycling Performance of Other Cities	45
Appendix 2	Results of Waste Analysis	49

Executive Summary

The Council's Waste Strategy was published in 2010, and covers the period to 2025. This means that it is approximately half way through its lifetime.

The purpose of this review therefore is

- to take stock of progress since 2010;
- to consider whether any of the original assumptions have changed;
- where appropriate to highlight risks, challenges and opportunities;
- to set out an action plan for the coming years;
- following restructuring in 2016, include activities which contribute to the cleanliness of the City (Cleansing now sits with Waste Services in the new Council structure)
- replace the separate Waste Minimisation Strategy which was out of date, and pre-dated the Waste Strategy itself.

It should be noted that while the key ambition for the first half of the strategy period has been to boost the recycling performance, and this is expected to continue, during the second half key themes focus more around consolidation and improving standards, with a particular focus on enhancing waste and recycling collection systems for households with communal bins, as well as the infrastructure which supports our ability to manage Edinburgh's household waste.

For this reason it can be seen that many of the actions which will deliver the strategy from this point on do not have defined end dates- this is deliberate because they are ongoing activities which are necessary to deliver and maintain the strategy.

The principles which underpinned the original strategy have not changed however:

- reduce waste at source;
- treat waste as a resource
- maximise recycling;
- where waste cannot be recycled, recover the energy embedded in it;
- minimise use of landfill;
- educate and engage communities;
- redesign services to prompt positive behaviours.

	2010	Now	Change
Population	486,120 <small>Estimates National Records of Scotland- midpoint 2010 estimate</small>	507,170 <small>Estimates National Records of Scotland- 2011 estimate for 2016 estimate</small>	4.3% increase
Households	220,195 <small>Estimates National Records of Scotland- midpoint 2010 estimate</small>	245,350 <small>Estimates National Records of Scotland- 2011 estimate for 2016 estimate</small>	11.4% increase
Waste Arisings (tonnes)	235,162	209,846	10.7% decrease

Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18			
Waste Landfilled (tonnes) Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	163,788	115,200	29.7% decrease
Waste Recycled (tonnes) Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	71,373	89,322	25.1% increase
Other Disposal (Energy Recovery) Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	0	5,324	Increase from zero tonnes
Recycling Rate Waste and Cleansing / Strategy and Insight 2009/10 versus 2017/18	30.4 %	42.6%	40.1% increase

Key achievements to date

A number of initiatives have been introduced which have changed the way we manage waste:

- food recycling collections;
- managed weekly collections combined with an enhanced kerbside recycling service;
- a move away from operating commercial waste services, to delivering stewardship of commercial waste through our Compliance Team, and the introduction of timed presentation windows which serves to enhance our streetscape;
- the development and opening of our food waste treatment facility at Millerhill, and the construction of the energy recovery facility, in partnership with Midlothian Council;
- not all waste is actually recyclable – we estimate that our collection systems are diverting significantly more than half of the available waste for recycling;
- Edinburgh’s recycling performance compares well with other cities.

These changes, and the support of our residents, have seen the amount of waste we manage reduce even as the City has grown, while at the same time, the amount we recycle has increased sharply. Overall in terms of waste management therefore we can see that the way we manage household waste in Edinburgh has become significantly more sustainable.

1. Progress and Achievements to Date

The purpose of this section is to consider the range of methods used to manage household waste in Edinburgh, and reflect the progress made in these areas since the publication of the waste strategy in 2010.

This includes:

- reducing waste at source, and reusing materials so that they don't become waste;
- diversion of waste from landfill by recycling or reprocessing it, including energy recovery;
- education, enforcement and engagement;
- following the move to combine cleansing with waste services, it provides information about management of litter, flytipped waste and mechanical street cleaning wastes;
- development of the infrastructure which supports the delivery of our strategy.

1.1 Prevention – Reduce and Reuse

Prevention of waste at source comes at the top of the waste hierarchy. In terms of environmental impact, if waste does not occur in the first place there is no environmental impact. Almost as positive is reuse- if having manufactured an item its lifetime can be extended, this means that we are able to make best use of the resources used to make it in the first place.

In reality the Council does not directly control the amount of waste it manages. What it can do is:

- Inform and educate communities and citizens to help them make positive choices;
- Support organisations who can support the diversion of waste (e.g. for repair or reuse);
- Design its collection services to encourage positive decision making.

1.1.1 Achievements to date

Since the Waste Strategy was published, the following achievements have been delivered:

- By 2017/18, total waste arisings have fallen from 235,162 tonnes to 209,846 tonnes (a decrease of 10.7% which means the Council manages less waste, regardless of how it is disposed of);
- The grant with The Bike Station has supported the repair, reuse or recycling of more than 300 tonnes of bikes since 2010- that's more than 20,000 bikes;
- To date, more than 1,800 garden and other tools deposited at Household Waste Recycling Centres have been refurbished at HMP Saughton and distributed to community organisations;
- Kerbside waste collections have been reorganised to better balance the capacities provided for landfill versus recycling- in particular the capacity provided for landfill has reduced from 240 litres per week to 70 litres per week, while the capacity for recycling has increased from 55 litres per week to more than 160 litres per week (excluding garden waste collections) – as well as increasing recycling activity, this would also be expected to encourage a reduction in the non recyclable part of the waste stream overall;
- Waste prevention information is promoted through direct engagement activities; for example while the new kerbside recycling service was being introduced, the use of real nappies was actively promoted on the door step and at events, as a way to overcome concerns about bin sizes;

- In the most recent 12 month period (to February 2018), the National Reuse Line service has received more than 1,400 referrals from The City of Edinburgh Council's area, almost 90% of which came as a result of advice given by the Council's Contact Centre and our website, resulting in the reuse of items, including furniture, electrical items and leisure goods;
- Measured by local authority area, Edinburgh's residents use this service more than anywhere else in Scotland;
- By offering separate food collections, we are helping people understand exactly how much food they waste which may encourage them to think about ways reduce this.
- We have supported the award of two Zero Waste Town projects in Edinburgh, funded by Zero Waste Scotland and delivered by Changeworks (Leith) and Shrub (south central Edinburgh).
- Our website provides targetted advice on specific ways to avoid waste:
http://www.edinburgh.gov.uk/info/20001/bins_and_recycling/415/reduce_and_reuse_waste

1.2 Diversion- Recycling and Reprocessing

Once waste has been produced the Council aspires to manage this in the most sustainable way possible. There are two main ways to do this:

- By separating waste at source our citizens can enable us to recycle their waste into new products; this will normally be cheaper to dispose of and allows us to reduce the environmental impact of disposing of these materials-for example making new products out of old ones usually uses significantly less energy, or reduces pressure on finite resources.
- Some waste can't be recycled; by reprocessing this instead of landfilling it we are able to generate energy, and can also recover some additional materials such as steel and aluminium for recycling.

A key element of the development of the Council's waste strategy in the first 8 years has been the overhaul and enhancement of recycling services, while at the same time reconfiguring other waste collection services to proactively encourage use of the recycling services.

1.2.1 Achievements to Date

Since 2010

- The overall recycling rate (as calculated by Strategy and Insight and Waste and Cleansing Services) has increased from 33.1% to 42.5%;
- A food recycling service has been introduced citywide, in both kerbside collection and communal bin areas;
- A new kerbside collection service has been introduced to more than 140,000 households, increasing the range of materials collected to include mixed plastics, small electrical items and a wider range of paper materials;
- Work has commenced to review the numbers and types of bins used across the city in areas where waste is collected in communal bins, to increase the capacity provided for recycling most materials, in particular glass;
- The food reprocessing facility developed by Edinburgh and Midlothian Councils opened during 2016, while the energy recovery facility is due to open during 2019;
- Both facilities will provide the two Councils with secure outlets for these two important waste streams, generate clean energy for the National Grid, create jobs in our community, and

ensure that –by 2019- virtually no waste will go directly to landfill. The opportunities to use excess heat as a local source of power are also being actively explored.

1.2.3 How Edinburgh Compares

Appendix 1 shows the recycling performance of a range of cities in the UK, and the European Union.

Overall it would appear that Edinburgh’s recycling performance (around 42-43% in the most recent years) is respectable in comparison with other cities. The report from which the European data is derived notes some factors which contribute to high recycling rates, notably:

- Edinburgh’s current recycling rate already compares well with the national capitals featured;
- Stable high quality services which deliver good satisfaction over time are important;
- Ongoing commitment to education and engagement over time is important;
- Intelligent service design combined with intelligent payment systems are important.

It should be noted that Edinburgh already seeks to achieve all of these points, with the exception of the last which is not within the Council’s control, and would require changes to legislation. However this is likely to be important because in other countries the payment mechanisms will be designed in such a way as to provide a financial benefit for recycling which is absent in the UK.

1.2.4 Comparison of Recycling Rates Internationally

Recycling rates in the UK, and by extension Edinburgh, have historically been perceived as low compared to those in other countries. This is no longer true, as recycling rates have increased considerably over the past 15 years.

Moreover it has been clear for some time that different ways of measuring recycling performance mean that comparison of recycling rates across countries can be difficult. In particular some national recycling rates include materials as being recycled which are not included in the UK or Edinburgh (waste collected for recycling, but not recycled; ash from incinerators sent for reprocessing as aggregate; construction waste).

A report by the consultants Eunomia (“Recycling- who really leads the world?”: <http://www.eunomia.co.uk/reports-tools/recycling-who-really-leads-the-world-issue-2/>) published in December 2017 highlights these issues and ultimately concludes that while recycling rates are still higher in some countries than in the UK, the difference is less than previously thought –only Germany, Taiwan , Wales, Austria and South Korea were able to demonstrate recycling rates above 50% under their methodology, which also saw the published recycling rates fall by as much as 27% (Singapore) or 10% (Germany, Netherlands).

In Edinburgh we are currently recycling around 42-43% of our waste, which is slightly below the Scottish average but appears to be significantly better than average for a significant city area (Appendix 1).

1.2.5 Recycling Performance by Scheme (Waste Analysis)

By examining what is in our waste streams we are able to understand how well our services are operating. It is known that even where recycling schemes are provided, it does not automatically

follow that people will recycle everything they can all the time. For example people may have segregated bins in the kitchen but only one bin in the bathroom.

This Council has taken part in a project led by Zero Waste Scotland to examine what is in our bins. The results from Edinburgh and other Councils were combined to deliver a snapshot of the national picture and these make interesting reading: <https://www.zerowastescotland.org.uk/research-evidence/composition-household-waste-kerbside-2014-15>

1.2.6 The National Picture

- 59% of Scottish household waste disposed of to landfill (or energy recovery) could have been recycled in one of the kerbside recycling systems provided to the household (and more could have been recycled by other routes such as recycling points or Recycling Centres);
- The percentage of film plastics in the waste stream (e.g. food pouches) has increased over time; this is hard to recycle, although this result may reflect a deliberate effort on the part of retailers to reduce packaging overall so that there is less metal, card, etc in the waste stream, and less waste overall;
- Recycling “capture rates” (i.e. how much of the recyclable material is actually being put in the recycling bin) vary widely across schemes (for example the capture of card was on average 60% but varied from 17-80% around the country).
- On average, households only recycle around 27% of their food waste, and even the best performing scheme only achieved 48%.

1.2.7 The Edinburgh Picture

Appendix 2 summarises some of the results of the waste analysis of both kerbside and communal bin services in Edinburgh. It should be noted that as this was part of a national study the sample sizes (measure by number of households) in each individual area were relatively small- in the communal bin areas in particular this could literally be just one or two bins. Therefore the latter results in particular need to be treated with a degree of caution.

In kerbside collection areas, where people had access to the full recycling service, as well as a reduced capacity for disposing of waste to landfill:

- 58% by weight of the landfill bin contents could still have been recycled, suggesting that for most people the smaller landfill bin introduced as part of the new kerbside collection service provides more than adequate capacity;
- However 35% by weight was food; during the kerbside recycling roll out there was a substantial increase in food being recycled so it is possible this will have since diminished;
- 13% of the green recycling bin consisted of materials which should not have been present (“contamination”- these may be materials which are not recyclable, or which cannot be recycled in that collection). However the majority of these were materials could easily be removed at the sorting plant, and no particular material stood out as a common contaminant; the national average for this is around 10% but can be as high as 17%
- Capture rates of the common recyclables (i.e. the percentage of recyclable materials which were actually being collected for recycling) varied from 38% (food) to 85% (paper and card)

and 98% (garden waste); Plastic bottles (74%) were more likely to be recycled than plastic pots, tubs and trays (54%).

In communal bin areas, where people have access to some recycling services, the capacity provided is intended to be improved during the coming project to reconfigure communal bin services:

- 63% of the materials collected for landfill could have been recycled, although 7% was glass and 3% textiles; these materials are not collected at all locations in tenement areas.
- Analysis of the mixed Packaging bins suggested a contamination rate of 19%; however this included 6% glass which is at odds with feedback from our reprocessors who do not report this level of contamination. This may therefore relate to the specific sample loads, and the small sample sizes;
- Excluding the glass as an anomaly, the contamination level was 13% which was similar to that for kerbside collection areas;
- Mixed plastics (pots, tubs and trays) at 16% were less likely to be recycled than plastic bottles (33%) but this probably reflects the fact that the Council has historically only collected plastic bottles. Only 29% of cans and tins were recycled but 73% of paper and cardboard.

The key results for Edinburgh as a whole can be summarised:

- The results do not appear to be significantly different to the national picture;
- If anything the capture rates for individual materials in kerbside collection areas are broadly better than the national rates, suggesting that the combination of a reduced landfill bin size coupled with a reduction in landfill collections and an increase in recycling have borne fruit;
- The measures which have already commenced with regards to communal bin collections seek to address the lower capture rates and contamination (through use of bin housings), and the results of the analysis appear to endorse this strategy;
- Although the capture rates of recyclable waste are lower in communal bin areas, it would appear that there may also be fewer recyclable materials being generated- although this result may be anomalous due to the small sample;
- Only 70-75% of our waste is actually recyclable, suggesting that at the current time we are recycling almost 60% of the possible waste.

To improve recycling performance from this point, the analysis highlights that there are particular opportunities to:

- Deliver the planned strategy to enhance services in communal bin areas;
- Encourage recycling of materials with lower capture rates (metals, some plastics, food);
- Target engagement activities at locations with higher turnover of residents (e.g. student areas) to ensure what can and cannot be recycled is understood- and which collection to use. This could be linked to other campaigns or projects such as the Zero Waste Towns projects, or fly-tipping campaigns.

However it is clear from the national and local data that simply providing a recycling service is not in itself enough to capture the levels of recyclable materials to which we aspire- particularly in communal bin areas, where the waste is essentially anonymous and there will in many areas be higher than average turnover of residents, it is particularly challenging to deliver this outcome.

1.3 Other waste streams

The waste managed by the Council is composed overwhelmingly of household waste, with a small amount (by weight) of litter. At the time of the original strategy's publication the Council also offered collection and disposal of commercial waste. This is no longer the case.

The following sections deal with these streams.

1.4 Commercial Waste Streams – Trade Waste Collections and Household Waste Recycling Centres

In contrast to household waste collections, commercial waste services are not paid for through the taxation system, but are paid for directly. Businesses are required by law to put in place a waste and recycling collection but do not have to use the service provided by their local Council.

Central Scotland is a highly competitive market place and this meant that it became increasingly difficult for the Council to recover the cost of collecting this waste, as it is legally required to do, against a declining market share.

At Community Recycling Centres, now being referred to as Household Waste Recycling Centres, where it was previously possible to register to dispose of commercial waste, management of the sites proved problematic and this led to poor sorting of the waste by customers. Ultimately this also meant that this service was losing money.

As a result of these pressures, the decision was made to:

- Stop the collection of commercial waste at Community Recycling Centres;
- Stop the commercial waste collection service (known as the Trade Waste Service);
- Focus on ensuring that commercial waste was being properly managed.

These decisions provided the following benefits:

- Because commercial waste is normally collected alongside household waste in the same vehicles, it was possible to refocus the vehicles and crews to improve route efficiency, and improve the reliability of household waste collections which is our core activity;
- At Household Waste Recycling Centres, improved sorting of the waste is expected to reduce overall costs of delivering that service, while the reduction in landfill of the waste managed by the Council would be expected to have environmental benefits;
- The Council now focuses its attention on the presentation of commercial waste through its policy of providing time windows during which commercial businesses may present their waste. This will serve to minimise the impact of commercial waste bins being stored inconsiderately on the street;
- In addition it will seek to ensure that producers of commercial waste ensure they have in place arrangements for the correct disposal of their waste, as outlined in the section "Enforcement".

1.4.1 Waste From Council Premises

The Waste and Cleansing Service does continue to operate a collection service for Council buildings. This is the "back door" collection of waste in bulk bins. Collection within buildings, and the provision of the bins there, is the responsibility of the individual building managers and Facilities teams.

Since the Strategy was published, Waste and Cleansing have:

- Worked with Zero Waste Scotland to audit operations in the two main buildings (Waverley Court and City Chambers) to highlight both areas of good practice and areas for improvement;
- Developed a service which offers all Council buildings recycling services for paper, card, cans, plastics, glass and food;
- Developed with Facilities Management a funding package for internal food recycling bins for schools;
- Gained approval for an Internal Waste Management Policy for Council premises.

Implementation of these measures is the responsibility of the individual buildings, with Facilities Management, and so falls outwith this review.

1.5 Litter, Flytipped Waste and Mechanical Street Cleaning Wastes

Litter is highly visible but in fact is a relatively small part of the waste managed by the Council in terms of the tonnage involved; however its impact on the local environment is disproportionate, and the impact on quality of life can be considerable.

Following a structural review in 2016, the Waste Management Service became Waste and Cleansing with responsibility for managing litter which will be reflected in its future activities. This means that this aspect of waste management will be picked up as part of the overall waste strategy.

Since the formation of the Waste and Cleansing Service we have:

- commenced the process of better integrating what were previously a number of services operating independently across the city;
- commenced pilots to assess the impact of using sensors in litter bins to provide fill levels to better target the servicing of litter bins;
- gained approval for a litter bin siting policy, to support the most effective use of litter bins;
- delivered a 65 point programme which focussed on actions across the Waste and Cleansing Service to improve both service reliability, and overall City cleanliness;
- introduced a new pricing structure to encourage participation in the Special Uplift service for bulky waste (which is intended to reduce fly-tipping);
- drafted a Cleansing Improvement Plan;
- supported the development of two Zero Waste Projects in Edinburgh (Leith and South Central Edinburgh)
- developed award winning anti-litter campaigns around the Our Edinburgh branding.

In reality while the Council can deliver a Cleansing Service, it cannot on its own deliver cleanliness. This requires action and behavioural change not only across Council teams (e.g Waste Compliance, Housing, Environmental Wardens, Schools, Parks and Greenspaces, Communities and Families) but also across other stakeholders including businesses, householders and citizens, Housing Associations and many others.

The National Litter Strategy 2014 in effect recognises this. It focuses on the prevention of litter, while the Council itself is developing Locality Improvement Plans which will ultimately lead to targeted improvements across the City.

In terms of the Waste and Recycling Strategy the key original objective was to minimise how much is sent to landfill. Over the years a number of approaches and pilots to collect certain types of litter have been tested but have suffered from high cost and poor quality of materials collected.

For this reason a different approach has been applied; a contract is in place to allow the mixed wastes collected from litter bins, street sweeping and fly-tipping to be sent for sorting prior to landfill.

This approach has allowed typically 25-30% of the waste to be diverted for recycling- including small “fines” which are used as aggregates, but also other materials including metals, wood and plastics.

A parallel contract is in place to reprocess the waste collected by the mechanical street sweepers which wash and brush the streets but create a wet mixed waste. In this case over 95% of the waste is diverted from landfill, overwhelmingly “fines” for use as aggregates.

It should be noted that litter related streams are now being classified as commercial waste and are no longer being included in the “official” recycling rates published by the Scottish Environment Protection Agency. However they will continue to be recorded in the service’s internal reporting to give a truer picture of our overall performance and ensure consistency with previous years.

Going forward key activities will include:

- Responding to the review of CoPLaR (Code of Practice on Litter and Refuse) which is the document which sets out the statutory objectives with regards to the removal of litter;
- It is expected that the new iteration will place additional duties on Councils and will require a service to rezone its activities with a short timescale for compliance;
- Continue to develop the use of fill level sensors on bins;
- Deliver the Cleansing Improvement Plan and support the delivery of the Locality Improvement Plans
- Support the delivery of the two community based Zero Waste Projects (for example by piloting approaches to fly-tipping).

1.6 Educating and Engaging Communities

Consistent and ongoing educational messages is one of the key factors identified in delivering high performance outcomes identified in a recent report for the European Commission on recycling performance in European capital cities (Appendix 1). Waste and Cleansing Services has a history of investing in this area, both directly and through third party partners such as Changeworks.

Ensuring that we all utilise the Council’s recycling services, waste prevention and recycling projects in the city is key if we are to meet our local and national targets for recycling and composting, as well as to enhance our local communities by reducing littering. We need a citywide change in public behaviour towards waste. In order to do this we need to create an understanding and motivation at the local level.

Following the restructuring of the Council, education and engagement will be delivered through Waste and Cleansing promoting specific services or initiatives, through Localities as part of the Localities Improvement Plans, and through partners (Waste and Cleansing funds Changeworks to deliver both

education and engagement activities on behalf of the Waste and Cleansing Service itself, and on behalf of the Localities.) Locality focussed Our Edinburgh campaigns will be developed to target specific issues within communities (e.g. fly-tipping has recently been targeted as part of the Zero Waste Leith project).

1.7 Behavioural Change

Current recycling services and local projects are making it easier for residents to change their behaviour but we need to effect a change in attitude and for that information and support are needed at the local level.

An Education Cabin at Seafield Household Waste Recycling Centre has previously been used to host visits by community and school groups to teach about all aspects of the waste management journey, and will be replaced with a new purpose built facility at the Millerhill complex in 2019/20.

In addition the Waste and Cleansing Service has a long standing service level agreement to deliver formal educational activities in partnership with Changeworks. From the year 2015/16 through to February 2018 this had delivered:

- More than 700 activities and workshops to schools across Edinburgh including Compost in a Bottle, Trash Fashion workshops and Finish Your Food lunches, directly engaging more than 30,000 students
- Training for 45 teachers from primary, secondary and nursery schools across Edinburgh through Changeworks' Continuous Professional Development courses;
- 7 "Community Capow" events.

Following the award of the Zero Waste Towns projects, Waste and Cleansing will also be working with both of these projects to deliver targeted interventions to engage communities particularly in areas with high density housing to focus on recycling household waste, appropriate disposal of bulky waste and preventing waste at source.

1.8 Enforcement

The City of Edinburgh Council has Environmental Wardens teams based within the 4 Localities who investigate and enforce a wide range of environmental crimes such as dog fouling, littering, abandoned vehicles and inappropriate domestic waste disposal.

As a result of the Council's Transformation Programme and the establishment of the Council's new structure, a dedicated Waste Compliance Team was created in Waste and Cleansing, consisting of 5 officers whose focus is exclusively on commercial waste. These officers are also fully trained Environmental Wardens and can deal with every aspect of the Locality Environmental Wardens remit, however their focus is to educate, investigate and enforce trade waste related offences.

They are responsible for

- Ensuring businesses have adequate waste and recycling contracts in place;
- Promoting the requirement for businesses to have waste disposal contracts;
- Ensuring businesses comply with policies around presentation of their waste;
- Investigating inappropriate disposal of trade waste.

Since its creation in September 2016 the Waste Compliance Team has carried out a programme of visits to engage businesses and ensure they are aware of their responsibilities. Whilst the aim is to ensure compliance, where this cannot be achieved informally officers will take enforcement action. To date the Waste Compliance Team has issued 334 Fixed Penalty Notices for trade waste offences, issued 1912 Regulation 4 Notices requiring businesses to provide evidence of a valid trade waste contract and issued 11 section 47 Notices stipulating the type of receptacle and frequency of uplift the business is required to have in place.

In addition to the work the team routinely carries out, it also engages in specifically focussed work to support the delivery of public events such the summer and winter festivals.

1.9 Depot development and review

It is necessary to periodically consider the changing and developing needs of the operation of the Waste and Cleansing Service, in response to a growing and changing city. Having appropriate facilities in the correct locations is fundamental to providing an efficient and cost effective service which meets customer needs.

In February 2016 the Finance and Resources Committee considered and approved a report on the investment strategy for the Council's depots estate which will impact positively on the Waste and Cleansing Service.

In particular, by 2020:

- The waste collection service will benefit from two new or enhanced waste transfer facilities situated at Bankhead and Seafield to provide collection services to the west and east of the City respectively;
- These will link to the previously agreed disposal facilities at Millerhill, and both facilities will provide transfer and bulking operations to reduce vehicle movements between the collection rounds; the existing transfer station at Powderhall has now closed, with interim waste transfer being carried out at Granton until the new facilities are completed.
- In particular it is envisaged that these new facilities will enhance service reliability in the rapidly growing north west of Edinburgh which is currently vulnerable due to the extended travel distance between this area and the current waste disposal facilities;
- The three existing Household Waste Recycling Centres will remain;
- Collectively it is expected that these facilities will further enhance service resilience across the city;
- We will seek to keep the provision of Household Waste Recycling Centres under review as the city grows.

2. Case Studies

This section features case studies which outline different projects which have helped to deliver the waste and recycling strategy to date.

2.1 Waste Prevention: Remade in Edinburgh

Remade in Edinburgh is an award winning community focused campaign to promote zero waste and provide practical repair skills.

With partners including the University of Edinburgh, Lush Cosmetics, Edinburgh Tool Library and CHAI, Remade has also received funding from the Council's Waste and Cleansing Service to deliver its business plan with the aim of reducing its reliance on grants as the business income grows.

Initially focussing on practical initiatives to provide people with the skills they need to prevent waste (i.e. by sewing and mending clothes or carrying out computer repairs) Remade is growing and developing new education initiatives and business services across the city.

The Remakery is a groundbreaking project in Leith, part-funded by Zero Waste Scotland, which provides workshop space which will scale up existing initiatives - trebling landfill diversion from 80 to 240 tonnes a year. It will additionally develop enhanced opportunities to refurbish, upcycle and sell furniture which would otherwise have had little reuse potential and in so doing allow CHAI to continue to provide their furniture service to help vulnerable people furnish starter homes.

2.2 Recycling: Kerbside Recycling Service

The new kerbside recycling service has been introduced to replace the blue and red box service. This provides the following advantages:

- Most materials (paper, card, metals and certain plastics) are collected in a bin, which means less sorting by residents, and reduction in littering;
- The range of papers and plastics which is collected for recycling at the kerbside has increased to encompass plastic pots, tubs and trays, envelopes, and other types of clean paper;
- The blue box is still used and now accepts small electrical items as well as glass, household batteries and textiles;
- The old service provided 55 litres per week for recycling, while the new one provides more than 160 litres per week for recycling;
- This means it has been possible to reduce the landfill bin from 240 litres per fortnight to 140 litres per fortnight for most households. This helps encourage the use of both this recycling service and the weekly food collection service;
- Compared with the blue and red box services, tonnages collected for recycling by the bin and box service increased by 29% in 2015/16;
- In areas with the new kerbside service, food recycling tonnages also increased by approximately 50%.

2.3 Commercial Waste: Time Windows for Commercial Waste Presentation

Following concerns about the indiscriminate storage of waste on street, and the impact on the cleanliness and attractiveness of City streets, the Council consulted similar Councils, and worked with traders in the Rose Street area to pilot an alternative approach whereby designated time windows are provided, during which waste bins may be presented. Bins must be removed from the streets outwith these times.

Three windows were agreed which were acceptable to businesses, waste contractors and the objectives of the project: 9.30am-noon; 2-4pm; 6.30-11pm.

An overall reduction in bins on the street was achieved- an average of approximately 80% by volume. In particular the pilot identified that it was not uncommon for bins which were no longer in use to remain on street indefinitely, and not be removed by the waste contractor.

This has now been rolled out citywide.

During the pilot it was agreed for a temporary period to provide exemptions for the heavier food and glass recycling streams due to the particular challenges involved in moving these bins. Where this did not compromise the overall streetscape unduly, and the waste was properly contained in a locked bin, then it was possible to apply for an exemption to allow these to remain on street. It is expected however that this exemption will cease as it no longer supports the Council's wider objectives, in particular with regard to accessibility and quality of public spaces.

2.4 Changeworks Education Service

The Waste and Cleansing service has a long standing relationship with Changeworks and funds a range of activities which focus on waste prevention, recycling and sustainability.

In particular the Education service is contracted to deliver schools based education programmes within the educational environment. The activities offered are wide ranging and include

- Direct education to pupils, including workshops, assemblies, talks
- Development of a "whole school" approach to embed behaviour change;
- Teaching and learning online resource guide to support teachers;
- Continuous Professional Development sessions for teachers.

In the most recent year, Changeworks has worked with 12 primary schools and 5 secondary schools, and has broadened the range of activities to support anti litter messages.

2.5 Litter and Fly-Tipping

Zero Waste Scotland funded the City of Edinburgh Council to test different approaches to reduce fly-tipping occurring in tenement housing areas in Edinburgh. The project was devised to test the three interventions outlined in the National Litter Strategy; education, enforcement and infrastructure. The interventions were carried out over a seven week period from 1 February to 20 March 2015.

Enforcement: In Leith Walk (Ward 12) the enforcement intervention was tested. Increased Environmental Warden patrols working with public space CCTV operators took place in the identified streets. Additional educational materials such as bin stickers, pavement stencils and lamp post

signage were distributed. These materials included messages about the illegality of dumping items beside bins and the potential for a Fixed Penalty Notice (FPN).

Education: In Gorgie and Dalry (Ward 7) the education intervention was tested. A range of educational materials such as bin stickers, lamp post signs and posters for communal stairs were distributed throughout the identified area. These included messages about the National Reuse Hotline, the Council's Special Uplift Service and information about the potential for fly-tipping to result in the issue of a FPN. An 'upcycling' Workshop for residents was held as part of 'Pass it On' Week, in order to encourage the reuse of materials rather than their disposal.

Infrastructure: In Hillside, the infrastructure intervention was tested as changes were made to the on-street recycling facilities. The number of landfill bins was reduced and the number of mixed recycling bins doubled. Glass recycling was also introduced. Nudge techniques involving stencil footsteps directing the public to the recycling banks were used. Direct mailing was used to inform residents on the new recycling options and provide information on how to dispose of other unwanted household items.

To measure the impact of the different approaches, a number of monitoring techniques were utilised including household surveys, and adapted LEAMs surveys. Assessment of the number of fly-tipping incidents reported by the public and recorded on Confirm was used to provide a baseline of incidents occurring within the project areas.

Using the resources developed and lessons learnt from the project, a toolkit with guidance and communication materials has been developed and is available to support future projects in Edinburgh, and to share with other Local Authorities faced with similar issues.

3. Changes and Challenges

The strategy published in 2010 made a number of assumptions. Since then the City itself has changed and will continue to do so. These will all affect how the Council manages waste. This section seeks to summarise the known changes which have already taken place, as well as to highlight any known emerging issues which are likely impact on the way in which we manage our waste.

In many cases it is not possible to quantify the impact these may have but it is important to be aware of these and seek to monitor and respond to their impact.

3.1 Changes Which Have Occurred Since the Strategy Was Published

3.1.1 Recycling Targets

The original strategy published in 2010 aimed to deliver an overall recycling rate of 60% by 2017. This comprised 50% being delivered through sorting of waste at source, with an additional 10% being delivered through thermal treatment.

A number of these assumptions have changed:

- The thermal treatment facility (Millerhill) has now moved back to 2018/19 to more closely mirror the ban on sending waste directly;
- Improvements to recycling services in kerbside collection areas have been delivered, but for high density housing areas, enhanced recycling services are now planned for the years 2018-2021;
- The commercial waste collection service has been withdrawn (with the exception of waste from the Council's own buildings);
- The way in which recycling rates are calculated has changed so that the published recycling rate (by SEPA) will diverge from the Council's internal monitoring: in particular the Council's internal calculations include litter and road sweeping materials which are now classed as commercial and not included in the published rate.
- The incoming administration has set a new target of diverting 60% of waste by the end of its term.

3.1.2 Changes to Scope of Strategy

Following a restructuring in 2016, the Waste Management Service now incorporates the Cleansing function which was previously operated separately under the former Neighbourhood structure. Accordingly the plan of activities going forward incorporates actions related to this.

The Future Activities outlined in Section 4 cover this, as well as being explicit that the strategy encompasses Waste Prevention, replacing the older Waste Prevention Strategy which was out of date.

3.2 Emerging Issues Which Are Known

In terms of delivering the strategy going forward, there are a number of factors which are known and which may or are likely to impact on the delivery of the strategy. In a number of cases these are not sufficiently well developed to be able to state what the impact of these will actually be. However these are discussed in order to provide an indication of the challenges which must be faced, as well as where opportunities for development and improvement may lie.

3.2.1 Legislative and Policy Changes

A key driver for Waste Management in Scotland has been the Waste (Scotland) Regulations 2012. These put in place clear responsibilities with regard to waste management in Scotland, both to drive recycling as well as to minimise the use of landfill. Key measures include:

- Mandatory recycling services for households (paper, card, cans, plastics, glass, food); the Council exceeds this provision for kerbside collection areas, and is addressing gaps in communal bin areas;
- Mandatory waste segregation for the same materials by business, which the Council supports by its Waste compliance Team including this in their inspections;
- Landfill bans for certain waste, and promotion of energy recovery, which the Council will meet through the development of the facility at Millerhill.

The Scottish Government has developed a charter for the management of household waste. <https://www.zerowastescotland.org.uk/content/charter-household-recycling>

The purpose of this is to develop –as far as possible– common standards for household waste collection across the country, as well as standardised systems to collect waste for recycling. It is intended that this should ultimately lead to common ways of collecting waste nationwide which will in turn increase recycling and improve the quality of materials collected. However this would require most Councils to change their collection systems and there are financial implications. This is subject to ongoing discussion between the Council and Zero Waste Scotland, to consider the implications of this.

It is not currently clear what impact the vote to leave the European Union may have on waste strategy or policy in Scotland (or Edinburgh); however it is likely to have some impact because:

- Most environmental and waste related legislation is derived from European legislation;
- Both raw materials and recyclable materials are traded internationally and so anything which impacts on trade, and the relative values of raw materials versus recyclable ones, may have either positive or negative consequences for waste policy;
- The Council and some of its partners working in this field are in receipt of, and able to apply for, European Funding- at present the Council itself is being funded to develop the use of litter bin sensors, while both Zero Waste Town projects are also supported by European funding. This impact of leaving the EU may not impact these specific projects, however it is likely that this will be a source of funding which does not exist in future.

One emerging issue in relation to this is that the European Council has as of May 2018 agreed new measures to deliver a “Circular Economy” which include:

- Mandatory separate household collections of textiles (already partly met in Edinburgh) and hazardous household waste by 2025;
- Municipal waste recycling targets of 55% by 2025, increasing to 65%.

The UK government has signalled its intention to adopt these measures. The Circular Economy essentially seeks to ensure that as far as possible materials are treated as resources rather than waste and that once extracted they remain in circulation as long as possible. Scotland’s circular Economy Strategy is called Making Things last:

<http://www.gov.scot/Publications/2016/02/1761>

This sets relatively few objectives on local government with emphasis on other sectors of the economy. However we already support the delivery of this in a variety of ways:

- We continue to support a range of reuse projects including Remade, The Bike Station, HMP Saughton;
- Our glass is collected mixed as a single stream; it is reprocessed at Viridor, North Lanarkshire. There it is sorted by colour so that the majority is recycled into new bottles and jars or into a quality medium for water filtration, rather than lower value (and lower environmental benefit) uses such as aggregate.

3.2.2 City Growth and Demographic Changes

Edinburgh continues to grow and change. The National Records of Scotland forecasts that Edinburgh will see household growth of approximately 30% between 2014 and 2039- this is the second highest rate in Scotland, after Midlothian.

This in itself is significant because of the increased demand for waste management services and the links to Council funding. Analysis of the Census data however also points up other factors which may impact on waste management in diverse ways:

http://www.edinburgh.gov.uk/downloads/file/2936/census_2011_-_city_trends

For example an aging population may potentially be linked to greater demand for services such as assisted waste collections, if health improvement does not keep pace with life expectancy. However these are complex issues, and analysis of what has happened does not necessarily reflect what will happen. The point is that these may impact in unexpected ways.

One factor which is perceived as an issue in recent years has been the growth in short term lets. This has always existed (e.g. serviced apartments) but has grown in response to internet based platforms becoming available. In reality some “domestic” properties are operating full time as businesses, and in waste management terms may potentially be associated both with increased levels of waste as well as poor levels of waste sorting. The Council is developing approaches to ameliorate the wider impact on communities and the Waste and Cleansing Service has developed a draft policy to cope with these situations.

3.2.3 Public participation

Public participation in recycling has undoubtedly grown. Nevertheless, even with reduced frequencies of collection for landfill waste AND a smaller bin, around 60% of the waste in the landfill bin could have been recycled.

This demonstrates the importance of continued engagement with residents to maximise the use, and proper use of, recycling services. However this will be particularly challenging in Edinburgh as in parts of the city at least, communities can be quite transient, and in addition we are reliant on communal bin collections which may foster a lower level of “ownership” than kerbside bins which are outside the resident’s house.

3.2.4 Finances- Funding and Pressures

Since the publication of the strategy in 2010 two major changes have occurred. There have been ongoing pressures across the public sector to contain spending, while the Waste Management Service has been reconfigured, so that it now provides the Cleansing Service but no longer provides some other services, including public conveniences.

From 2009/10 to 2017/18, the core Waste Management service budget has reduced from £29.9million to £28.6million. Taking these factors into account, and factoring in inflation, this represents a real world reduction in funding of 21.8%*, while in parallel the number of households in receipt of a collection service has grown by more than 11%.

While the investment in expanded recycling services, coupled with the reorganisation of collection services across the City has undoubtedly delivered a reduction in the cost of disposing of this waste continued investment of this nature will become increasingly challenging, although Waste and Cleansing combined represents just 4.8% of the Council's budget. Going forward, the Council expects it will be required to save a further £151million by 2023.

At the level of local government as the cost base increases more quickly than the funding available and there is a growing demand for services such as social care for older people, there is less scope for funding other services so that financial factors will increasingly drive decision making. For example it has been necessary to introduce a charge for collecting garden waste, which is the largest single recycling stream. This change has however been accompanied by service improvements so that garden waste will also be collected more often which may serve to offset any loss of tonnage resulting from this measure.

However against this backdrop new funding has been allocated in 2018 to commence the improvements in waste and recycling services in tenements, to further develop the Cleansing Service, and to deliver a targeted recycling campaign.

Housing growth in Edinburgh will continue to have a significant impact on waste services in the short, medium, and long term. Thousands of new houses will be built in Edinburgh over the coming years and this will mean a large increase in household waste collections and subsequent waste management and disposal. Housing growth also has an impact on other service areas and there will be a requirement to build new schools and expand existing schools and this will also lead to an increase in waste related services.

An increase in the city's housing stock will ultimately give rise to additional Council Tax income. The Council's long term financial plan assumes that a proportion of this additional Council tax revenue would be used to offset the additional revenue burden on Council wide services, including waste.

3.2.5 Funding Streams

To date household waste and litter collection and disposal have been mainly funded through taxation. Where there are schemes in place to cover the costs associated with waste (Producer Responsibility Schemes) some of these are opaque and do not always directly fund local government which bears the main burden of managing both household waste and litter. This could apply to the schemes which currently exist to support the recycling or recovery of packaging, and the recycling of household batteries.

Although the scheme to support the recycling and recovery of electrical waste DOES fund local government, it achieves its objectives solely by funding collections at Household Waste Recycling Centres which means the service is not open to everyone. Any wider service is directly commissioned by the Council which must pay for it.

In view of the continued pressures on local government it would be desirable therefore to see greater use of Producer Responsibility where appropriate. As part of the discussions around the Scottish Deposit Return Scheme for some types of packaging (see below) the Council's staff will be pushing to ensure that it is entirely funded by the producers, and that there should be no public subsidy.

Where further opportunities arise we will take the same approach to encourage a greater share of the burden of managing materials to be borne by the producers. As well as reducing the cost to the public purse, such an approach is likely to encourage waste prevention at source.

3.2.6 Markets and Materials

The Council's strategy is focussed on diverting waste from landfill, but one of the main ways of achieving this objective is recycling the materials. However because the Council's ability to prevent waste at source or to ensure its reuse is to an extent limited, this is only possible to the extent where markets exist to allow for it to be recycled or used for energy recovery. Recycling performance to date has to some degree been constrained because markets for a number of materials have declined. In particular there have been market failures which have led to the cessation of recycling services for several materials - carpets, paint and mattresses (it is hoped to recommence the latter in 2018). These materials are mainly collected through Household Waste Recycling Centres, or Special Uplift, and the impact of this has largely been offset by the improvements in other recycling services.

However several factors exist which will- or are likely to- have an impact on future performance as they impact on materials which are currently recycled.

3.2.7 Impact of restrictions and bans on materials imported into China

In January 2018 the Chinese government enacted restrictions on the import of certain materials into China. This is wrongly perceived as a ban on plastic imports- in fact it relates to the import of different types of plastics, paper, card and metals. Because China is the source of so much of the world's manufactured goods and so is a key market for a wide range of materials, this has serious implications across the waste industry.

Because China has hitherto been a large user of recycled materials sourced from across the world this has wider implications- even if your paper has previously been recycled in England it will now be competing with materials which were previously exported to China. There may not be enough capacity to process all of it.

It will take time for new markets to develop and there may be an opportunity to develop more localised markets. However this is uncertain and would require significantly more government intervention than we have seen previously. In the short term there is a significant risk that waste which was previously recycled will either be landfilled or used for energy recovery and so recycling rates may fall.

This is probably the single biggest risk to performance and delivery of the waste and recycling strategy, and is one which is almost completely outwith the Council's control.

3.2.8 Plastic Reduction Measures

In parallel but separately there has been a significant focus (initially in the media and subsequently at government level) on the impact of plastics on the environment.

In the developed world these issues are primarily linked to littering or unintended escapes to the environment (e.g. from manufacturing) rather than household waste (this may not be the case in some parts of the developing world where the collection systems are less formal).

This has led to a wider public discussion on these issues which could lead to a range of measures such as:

- Restrictions or bans on the use of single use plastics for certain products such as straws and cotton buds;
- Actions by retailers to remove plastics from their packaging (which will generally mean replacing it with other materials rather than having no packaging);

There are a number of implications arising from this in terms of the Council's waste strategy.

- A reduction in some types of waste (e.g. the straws) may lead to a reduction in littering of these items which would be positive;
- If they are replaced by degradable or biodegradable alternatives (e.g. cardboard straws) then clear messaging may be required to emphasise that just because it is (bio)degradable it is not ok to litter it;
- Waste is measured by weight. The retail industry has been increasingly using plastics (included laminated materials such as foil pouches) to meet its packaging reduction targets. If plastic is replaced with alternatives such as cardboard, metals, glass, etc, there may be an **increase** in the weight of packaging, and in some cases there could potentially be an **increase** in energy consumption and carbon impact associated with packaging;
- Some of the alternative packaging types (particularly metals and glass) are easy to recycle; however although clean cardboard and paper are recyclable, those used to package food may be contaminated if there is no plastic barrier and will not be recyclable. These are therefore not suitable for recycling and may therefore lead to an **increase** in waste arisings overall and a **reduction** in the recycling rate. Those materials would be suitable for energy recovery however.
- Overall therefore measures which may be taken to minimise the use of plastic may have both positive and negative implications for the Council's waste strategy, and indeed for the wider environment.

3.2.9 Deposit Return Schemes (DRS)

The Scottish Government is currently developing a deposit return scheme which would be applied to certain types of packaging such as cans, plastic bottles etc. Residents would therefore be able to return these to collection points and recover the deposit. These schemes are widely used overseas in order to encourage recycling and /or discourage littering (if a can has a value any disposed of as litter can

be collected by someone else to get the deposit, or the consumer may hang onto it to get back their deposit).

Because the DRS is still being developed there are a number of key issues which still require to be resolved. These include:

- Which materials it will cover- a wide range is being discussed including certain types of plastics, metals and laminated materials?
- How will it be paid for- ideally the scheme should be funded entirely by the producers and there should no public subsidy?
- Where will the collection points be- will they be localised or centralised?
- Localised facilities (smaller shops, and other public sites) may be more likely to attract waste on the go, and so tackle litter;
- Larger sites (such as supermarkets) would seem likely to encourage people to bulk up items at home, and so could divert waste which is already being recycled through council collection systems.
- The latter point means that the delivery of a DRS may lead to a reduction in published recycling rates (because the Council will no longer be collecting the plastic bottles and cans, for example);
- In certain circumstances the DRS might undermine the viability of the local authority service (e.g. if it cherry picks the valuable materials which are already being recycled).

It should be noted that in Edinburgh the kerbside recycling service already delivers a high level of recycling, and steps are already being taken to enhance the equivalent service in areas serviced by communal bins. The waste analysis which was carried out in 2015 revealed that the kerbside collection service was already diverting as much as 85% of PET drinks bottles (e.g. water and fizzy drinks) and 74% of HDPE drink bottles (e.g. milk bottles) although only 26% of aluminium cans.

The development of the DRS should certainly be an opportunity to discourage landfill disposal and littering, but depending on how it is implemented it could have some unintended consequences.

3.2.10 Emerging Markets

While the recycling rate to date has been growing, it has nevertheless been held back by the lack of development around markets, as exemplified by the recent issues around UK exports to China. However there are also opportunities too, albeit these really need to be led at government level. Councils have very limited ability to do so, but national governments or groups of governments can work with industries to support existing markets for materials and to develop new ones. It is to be hoped that the recent impacts of the ban on imports in China may stimulate this process in the UK and other developed nations.

At a much more local level, the development of a local outlet to recommence mattress recycling represents an opportunity to divert around 800 tonnes of materials which are currently landfilled. It is hoped this can start during 2018.

Waste and Cleansing staff will always engage with credible potential outlets where this can be achieved without compromising the Council's legal and wider objectives.

4. Future Activity

This section sets out the planned activities which will support delivery of the Waste and Recycling Strategy in the coming year.

The following table of activities describes these, as well as how they help to support the strategy. Many of the activities which will be undertaken will support this in a range of ways and the table sets these out, around a number of “themes”, e.g. prevention, recycling, efficiency, and cleanliness.

To date the main focus of the strategy has been to increase the percentage of waste which is recycled, and reorganise other collection services to support this. Recycling services will continue to develop but at a slower pace, and there will be more emphasis on other aspects of the strategy.

Although some activities, such as the opening of the waste treatment at Millerhill will be delivered by a specific date, others such as support for the third sector to deliver waste prevention will take place on an ongoing basis and do not have an end point.

4.1 Key Themes Going Forward

The broad thrust of the strategy going forward can be summarised as:

- Continued development of waste prevention, reuse and recycling projects and services;
- Continued and increasing focus on cost and efficiency of services to respond to financial constraints;
- Continued focus on service reliability and quality;
- Ongoing investment in our infrastructure;
- Development of cleansing services, while working with partners and stakeholders to deliver cleanliness.

4.2 Major Projects and Other Deliverables

While the wider list of activities is outlined in the table it is possible to highlight some key activities in the coming years which will particularly serve to deliver the Strategy:

- Development of an enhanced communal bin service which improves the ability of residents to recycle a wide range of materials, while ensuring that all waste streams are properly contained and clutter on the streets is kept to a minimum;
- Completion of the infrastructure which will support the service to continue managing waste after collection- two waste transfer stations, and the energy recovery plant at Millerhill;
- Continued integration and alignment of the Waste and Cleansing Services to maximise efficiency and ensure the services support and complement each other;

- Ongoing delivery of engagement and educational activities, either to support specific activities such as the communal bin review or more generalised campaigns in support of themes such as waste prevention or cleanliness.

Waste and Cleansing Services June 2018

Strategy Forward Plan for 2018- 2025

Themes	Action	Timeline
Prevention	Continue to review opportunities to develop or influence and encourage appropriate stakeholders (e.g. government, retailers, individuals) to develop approaches to waste which support the delivery of “Circular Economy” models whether by preventing waste at source or reuse and upcycling of materials.	Ongoing
Prevention	Continue to seek cost effective, sustainable partnerships to deliver waste prevention partnerships	Ongoing
Prevention	Continue to support existing third sector reuse partners where cost effective to do so, and encourage participation in national campaigns	Ongoing
Prevention	Consider the opportunities to build mutually beneficial partnerships among our network of reuse partners (e.g. by exploring whether unusable donations could be used by a different organisation)	Ongoing
Prevention	Consider opportunities to further encourage reuse of collected bulky wastes (e.g. via the Special Uplift service) as well as to encourage uptake of alternative reuse routes for bulky items (e.g. via the national Reuse Phonenumber and charity shops)	Ongoing
Prevention	Seek to develop a pilot Special Uplift service in one Locality, in partnership with the Third Sector to maximise reuse, with a view to developing this into an integrated reuse/recycle/disposal model on a citywide basis	2018/19
Prevention	Consider what opportunities there may be to influence the national debates on waste arisings, either through influencing Government, retailers or householders	Ongoing
Prevention	Work with Changeworks to develop and encourage use of refill points for water bottles to discourage consumption of single use plastics	2018/19
Cleanliness Enforcement Recycling	Work with the 4 Locality services, as required and appropriate to support the delivery of Locality Improvement Plans	Ongoing

Efficiency		
Prevention Cleanliness Recycling	Support the delivery by Changeworks and Shrub of two community focussed Zero Waste Towns projects in Leith and south Edinburgh.	Throughout 2018-2019
Prevention Recycling Efficiency	Introduce a collection charge for the garden waste collection service	Summer 2018
Recycling Cleanliness Disposal Efficiency	<p>Carry out a full review of the communal bin collection service, with a particular focus on those areas where waste is collected on street.</p> <ul style="list-style-type: none"> • In communal bin areas, in particular tenements, carry out an audit of sites, and ensure that ultimately all households are offered convenient access to the full range of statutory recycling services (paper, card, cans, plastics, glass and food); • As far as possible all existing sites are upgraded to offer this (accepting there may be reasons why this is not possible at every location); • Capacities of the different streams will be reviewed to provide a better balance between waste for disposal and recycling; • Servicing frequencies will be reviewed to improve overall cleanliness of the city; • The types of bins, the way these are restrained and the scope to improve appearance by using housings will be tested; • The use of communal bins instead of kerbside services will be reviewed at some locations where it appears that this will provide an enhanced service. 	Summer 2021
Recycling Cleanliness Disposal Efficiency	Develop enhanced materials to engage planners and architects, developers and other stakeholders to ensure that new build properties have fit for purpose waste collection systems which fully integrate the statutory recycling services, and are fit for purpose in terms of operational efficiency, safety and practicality.	Summer 2018 (then ongoing update as required)
Recycling	Engage with external and internal stakeholders to target and minimise contamination in recycling bins (both kerbside and communal).	Ongoing
Recycling Disposal Efficiency	Monitor markets to ensure that the range of materials collected for recycling is maximised, while costs are minimised. Review the range of materials collected on an ongoing basis and expand these where cost effective and sustainable markets can be identified.	Ongoing

Recycling Disposal Efficiency	Ensure that our portfolio of contracts is kept under constant review to maximise opportunities to cost effectively divert waste from landfill, to ensure that all waste arisings have a disposal route, and that all contracts represent best value.	Ongoing
Recycling Efficiency	In view of the growing debate surrounding certain types of waste (e.g. single use plastics) and the continued funding challenges faced by local government, to seek to encourage Government to adopt greater use of producer responsibility for the recycling, recovery and disposal of more types of waste.	Ongoing
Recycling Disposal Efficiency	Deliver Infrastructure Improvement Plan with a view to maximising site efficiency and customer experience at Household Waste Recycling Centres.	Ongoing
Recycling Disposal Efficiency	Review and amend the opening hours of the Household Waste Recycling Centres to ensure that these are compatible with neighbouring Councils, to discourage use of these sites by people from outwith Edinburgh.	
Recycling Disposal Efficiency	Continue to review the provision and location of Household Waste Recycling Centres, and in particular the opportunity to develop one or more new facilities to support the convenient and sustainable disposal of waste as the City grows.	Ongoing
Recycling	Continue to review the provision of public recycling points to ensure that the location and range of materials collected there effectively complements the provision of kerbside collections and communal bin recycling services provided directly to households.	Ongoing
Recycling	We will continue to ensure that all Council buildings are offered the necessary collection systems compliant with the Waste (Scotland) Regulations for segregating waste. NOTE: Implementation and operation of this is the responsibility of Building Managers, Business Managers and Facilities Management and falls outwith the Waste and Cleansing Strategy.	Ongoing
Recycling	Review and consider the costs, benefits, opportunities and risks associated with the participation in a national waste collection system as proposed by the Scottish Government	Summer 2018
Efficiency	Review the shift patterns and collection days employed for household waste and recycling collections to potentially reduce vehicle movements in the evening, improve the time available for staff training and enhance service resilience, e.g. during severe weather.	Summer 2018
Efficiency Cleanliness	Develop a policy for the siting of litter bins	May 2018
Efficiency Cleanliness	Review the existing locations of the litter bins network, and how the efficiency of these can be maximised.	Ongoing

Efficiency Cleanliness	Review the methods used to keep the city clean (litter presses, barrow beats, mechanical sweepers) to ensure that these are operating at maximum efficiency	Ongoing
Cleanliness Enforcement	Develop a policy for the collection of waste from short term lets, including AirB&B and serviced apartments.	2018:draft already completed
Cleanliness	Respond to the revised national Code of Practice on Litter and Refuse (CoPLaR) and ensure that the city is zoned appropriately to meet cleanliness standards	Timeline not known – dependent on Scottish Government releasing updated CoPLaR
Cleanliness	Work with Zero Waste Scotland, Localities Management Teams, and internal and external stakeholders to develop Litter Prevention Action Plans, and promote the ownership of preventing litter across society.	Ongoing
Cleanliness	Continue to carry out LEAMS and CIMS surveys, subject to the introduction of new methodologies such as a potential new Streetscape management indicator.	Ongoing
Cleanliness	Develop more efficient and responsive approaches to the servicing of litter bins, where appropriate using technology (Routesmart and sensors) to respond more quickly to filled litter bins.	Ongoing
Cleanliness Efficiency	Develop and deliver a Cleansing Action Plan which will seek to ensure the new combined Cleansing service is operating at maximum efficiency and effectiveness	Ongoing
Cleanliness	Monitor the opportunities to segregate litter and fly-tipped items at source for reuse or recycling, and the interaction this may have with the separate contract to sort mixed (unsorted) litter to allow recycling to take place.	2019/20
Cleanliness Education Recycling Prevention	Continue to expand and roll out the ourEdinburgh campaign across the city to engage communities about the appropriate means to prevent waste and littering	Ongoing
Education Recycling Cleanliness Disposal	Continue to promote schools' based education for all ages, and work with stakeholders to develop innovative and consistent projects which promote diversion of waste from landfill, while taking into account the diverse needs of the audiences.	Ongoing

	This is delivered under contract with Changeworks. Targets will be reviewed annually; the target for 2018/19 is 30% of primary and 30% of secondary schools.	
Education Recycling Cleanliness Disposal	Develop a focus on the harder to reach older age groups within the formal education system.	2018
Education Recycling Cleanliness Disposal	Ensure that Changeworks address use of single use plastics in particular as part of the wider messaging on waste, recycling and cleanliness as part of their schools based educational materials.	2018/2019
Education Recycling Cleanliness Disposal	Continue delivery by Changeworks of staff training and CPD sessions as well as online teaching resources.	2018/2019
Enforcement	The Waste Compliance Team will continue to carry out inspections in relation to business waste across the city on an ongoing basis.	Ongoing
Enforcement	The Waste Compliance Team will work in a targetted way with businesses to ensure that waste is managed in a responsible way during major events (e.g. that servicing schedules are adjusted to reflect higher levels of customers)	Ongoing
Efficiency	Enhance service reliability across the city by developing a new waste transfer facilities at Sighthill and Seafield, to replace the previous site at Powderhall	Spring 2019
Disposal Efficiency	Develop a new energy recovery facility to manage non recyclable waste, to generate energy and replace landfill as a mainstream waste disposal method and ensure that the city complies with the ban on disposal of waste to landfill by 1 January 2021.	Commissioning loads autumn 2018; full operation expected mid 2019.
Efficiency	Carry out comprehensive rerouting as required of all kerbside waste collection services to respond to city growth and ensure an efficient and reliable service	Ongoing
Efficiency	Seek opportunities to pilot use of new generation alternative fuelled or electrically powered vehicles to reduce local emissions	Ongoing
Efficiency	Ensure that staff at all levels receive appropriate training throughout the service and that this is regularly refreshed.	Ongoing

Efficiency	Ensure the appropriate maintenance of records, and data, as well as reporting as appropriate to third parties (e.g. Scottish Environment Protection Agency)	Ongoing
-------------------	---	---------

5. Appendices

Appendix 1: Recycling Performance of Other Cities

The purpose of this section is to provide an overview of The City of Edinburgh Council’s performance in terms of its recycling rate. This section seeks to reflect that:

- Methodologies for calculating the recycling rate vary. This makes comparison across different jurisdictions challenging even within the UK. Generally recycling rates appear to be more rigorously calculated in the UK, leading to the reported recycling rates in other countries appearing higher than they would here; this is discussed in more detail in the following report: <http://www.eunomia.co.uk/reports-tools/recycling-who-really-leads-the-world-issue-2/>
- Recycling rates are affected by various factors outwith the control of the local authority. These may include availability of markets for specific materials, whether people live in flats or houses, whether buildings are designed to facilitate recycling, viability and cost effectiveness of operating separate collections, and socio-economic factors;
- Generally we see in Scotland and the UK that recycling tends to be slightly lower than average in cities and very rural areas, and higher in areas that are composed small towns and low or medium density housing with fewer flats. This is likely to be the case in every country.
- Published recycling data is normally at the national level. It is difficult to obtain consistent recycling data for other cities (as opposed to countries) so the information provided in relation to this is slightly older.

Scotland:

The most recent recycling rates published by the Scottish Environment Protection Agency were for the 2016 calendar year- the data for 2017 calendar year is expected to be published in September 2018.

The way in which recycling performance is measured has been changed several times by SEPA and the Scottish Government; at present:

- A standardised methodology is being used which will represent the recycling rate for household waste only.
- In future years this is expected to exclude some materials which are used by the Council in calculating its performance internally (e.g. recycling of litter), which could potentially appear to reduce the Council’s performance.
- Only materials which are separately collected will count towards the recycling targets. This is likely to mean that materials such as metals which will be recovered at Millerhill will indeed be recycled, but may potentially be recorded in the official statistics as “other recovery”;
- Material which is composted only counts towards recycling targets if it meets agreed technical standards (called PAS 100 and PAS110). Otherwise these will be recorded as “Other recovery” in the same way as energy recovery;
- The “Other Recovery” figure for Dundee City Council is higher than for other Councils because incineration and energy recovery, rather than landfill, is the primary disposal route used by this Council.
- The data for all Scottish authorities are published at: <https://www.sepa.org.uk/environment/waste/waste-data/waste-data-reporting/household-waste-data/>

City	2016 Published Recycling Rate (%)	Other Recovery Landfill Diversion Rate (%)	Waste Landfilled (%)

Aberdeen	39	0.6	60.4
Dundee	33.6	59.6	6.8
Edinburgh	44.6	1.8	53.6
Glasgow	25.2	2.8	72.1
Scotland	45.2	9.5	45.3

United Kingdom

The datasets for most local authorities across the United Kingdom are published here:

<http://www.sita.co.uk/waste-as-a-resource/recycling-in-the-uk>

This site has been used for the following table except where otherwise stated; the data covers the year 2016/17. A broad range of cities is provided but this is not intended as a comprehensive list. There are still likely to be major differences between these cities which will impact on recycling performance. For example Oxford and Cambridge will be similar to Edinburgh in terms of transient populations and large numbers of students, but are much smaller and will have few people living in tenements.

City	Recycling Rate (% , 2016/17)
Bath and NE Somerset	54.1
Belfast	35.5
Birmingham	26.6
Brighton and Hove	27.0
Bristol	43.5
Cambridge	46.1
Cardiff*	58.1
Leeds	37.9
Liverpool	28.1
London (all boroughs)**	33.0
Manchester	36.0
Newcastle	42.3
Nottingham	29.8
Oxford	49.0
Sheffield	29.6

Notes:

*Welsh recycling rates were calculated using a different methodology which allows incinerator ash to be counted toward the recycling rate.

**London boroughs report individually and vary between 14.1% and 52.7%; the combined figure was sourced from <https://www.lwarb.gov.uk/londons-recycling-rate-increases-201617/>

Europe:

International comparisons of recycling rates are highly problematic because a range of different methodologies are used to calculate them.

The following data was published on behalf of the European Commission in 2015, and uses the methodology of household waste collected separately for recycling.

http://ec.europa.eu/environment/waste/studies/pdf/Separate%20collection_Final%20Report.pdf

This is broadly the same as the methodology used to calculate recycling rates in the UK, and excludes (for example) the recovery of incinerator ash for aggregate, which can add substantially to the recycling rates quoted in relation to other countries.

However it should be noted that just because it is collected separately it does not necessarily mean that in all cases it will have been recycled- each load is likely to have a certain level of contamination. The methodology in the UK deducts contamination from the recycling rate but this may not be the case in every country- making those recycling rates appear higher than they are.

For example, the Eunomia report on national recycling rates (<http://www.eunomia.co.uk/reports-tools/recycling-who-really-leads-the-world-issue-2/>) concluded that Slovenia's recycling rate would fall by more than 8% - on this basis Ljubljana's recycling rate would fall to around 47%, only slightly more than Edinburgh's.

As a result of this issue and some variations in the age of data available by municipality this table should be read as a *broad outline* of the recycling rates achieved by 2015, rather than an exact comparison.

City	"Recycling Rate" (Separately Collected %)
AVERAGE	19
Amsterdam	12.4
Athens	16.1
Berlin	27.4
Bratislava	14.2
Bucharest	2.9
Budapest	7.6
Brussels	20.9
Copenhagen	23.7
Dublin	36.6
Helsinki	38.6
Lisbon	11.5
Ljubljana	55.4
London (Combined total across boroughs)	25.4
Luxembourg	28.4
Madrid	11.6
Nicosia	6.1
Paris	11.6
Prague	14.3
Riga	18.3
Rome	16.3
Sofia	4.0
Stockholm	21.5
Tallinn	47.2
Valletta	7.9
Vienna	29.2
Vilnius	5.5
Warsaw	4.5

Zagreb	1.0
--------	-----

Summary

From this data it appears that while some cities do still demonstrate higher recycling rates than Edinburgh, it is also true that Edinburgh's performance does not appear to lag significantly in comparison with other large cities and if anything it outperforms them. On several occasions Edinburgh has been the highest performing Scottish City Council.

Appendix 2: Results of Waste Analysis

Waste analysis is a tool to estimate what our waste is comprised of; if we know what is in it we can understand how to manage it more effectively. In 2014/15 Zero Waste Scotland worked with a number of Scottish local authorities. Samples of waste were taken from the various waste and recycling services operated across the country and these were combined to give a picture of how Scotland as a country manages its waste.

This work is published by Zero Waste Scotland at:

<https://www.zerowastescotland.org.uk/content/5-key-takeaways-composition-household-waste-report>

This work revealed:

- In Scotland, 59% of the waste in the landfill bin could have been recycled in one of the services people already had;
- In Edinburgh the picture is broadly similar regardless of whether the waste is collected from a household landfill bin, or a communal landfill bin;
- Scottish people are very reluctant to recycle their food (there is some evidence that Edinburgh is better than average);
- The kerbside collection in Edinburgh demonstrates particularly good levels of recycling “capture rates” for some key materials (paper, plastic bottles);
- Communal bin services in Edinburgh as currently constituted demonstrate lower capture levels than kerbside collection, but broadly similar levels of recyclable waste in the landfill (actually slightly higher) which demonstrates the scope to develop and enhance communal bin services as planned;
- However this result should perhaps be treated with caution due to the small sample sizes; moreover where communal bins are used there is less scope for the Council to drive individual behaviour- if people do not do the right thing they are essentially anonymous as the bin does not sit outside their house.

The following table shows what was in Edinburgh’s landfill bins in kerbside collection and communal bin areas.

KERBSIDE LANDFILL BINS Level 1 category	Phase 1		Phase 2		Phase 1&2	
	% weight	kg/hh/wk	% weight	kg/hh/wk	% weight	kg/hh/wk
Glass waste	4%	0.29	5%	0.15	5%	0.22
Glass waste (non target)	0%	0.00	0%	0.00	0%	0.00
Paper	4%	0.25	4%	0.13	4%	0.19
Card	4%	0.26	3%	0.12	4%	0.19
Paper (non target)	6%	0.37	4%	0.28	5%	0.32
Books	0%	0.01	0%	0.00	0%	0.01
Metal - ferrous and non-ferrous	2%	0.16	2%	0.08	2%	0.12
Metal - ferrous and non-ferrous (non target)	1%	0.07	1%	0.04	1%	0.05
Plastic bottles	2%	0.13	3%	0.10	2%	0.12
Dense plastic	3%	0.17	2%	0.12	2%	0.14
Dense plastic (non target)	1%	0.08	1%	0.05	1%	0.06
Plastic film	10%	0.64	5%	0.43	8%	0.53
Polystyrene	0%	0.02	0%	0.01	0%	0.01
Garden wastes	0%	0.02	1%	0.04	0%	0.03
Garden wastes (non target)	0%	0.01	0%	0.01	0%	0.01

Food wastes	37%	2.44	33%	1.99	35%	2.21
Food wastes (non target)	0%	0.00	0%	0.02	0%	0.01
Wood wastes	0%	0.02	6%	0.01	3%	0.01
WEEE	1%	0.06	0%	0.03	1%	0.04
WEEE (non target)	0%	0.00	0%	0.01	0%	0.00
Tyres	0%	0.00	0%	0.00	0%	0.00
Miscellaneous combustible	1%	0.06	2%	0.06	1%	0.06
Textiles & footwear	3%	0.19	6%	0.33	4%	0.26
Textiles & footwear (non target)	1%	0.04	1%	0.05	1%	0.05
Misc. non-combustible	0%	0.02	0%	0.14	0%	0.08
Hazardous wastes	1%	0.03	0%	0.02	0%	0.02
Hazardous wastes (non target)	0%	0.00	0%	0.00	0%	0.00
Healthcare waste	17%	1.14	17%	1.11	17%	1.13
Fines (<10mm)	1%	0.03	5%	0.29	3%	0.16
Total	100%	6.51	100%	5.59	100%	6.05
COMMUNAL LANDFILL BINS	Phase 1		Phase 2		Phase 1&2	
Level 1 category	% weight	kg/hh/wk	% weight	kg/hh/wk	% weight	kg/hh/wk
Glass waste	10%	0.79	3%	0.34	7%	0.57
Glass waste (non target)	0%	0.00	0%	0.00	0%	0.00
Paper	5%	0.44	4%	0.47	5%	0.46
Card	6%	0.51	6%	0.31	6%	0.41
Paper (non target)	5%	0.40	5%	0.23	5%	0.31
Books	0%	0.00	0%	0.00	0%	0.00
Metal - ferrous and non-ferrous	3%	0.24	3%	0.13	3%	0.19
Metal - ferrous and non-ferrous (non target)	1%	0.12	1%	0.07	1%	0.09
Plastic bottles	4%	0.36	6%	0.25	5%	0.31
Dense plastic	4%	0.34	3%	0.17	4%	0.26
Dense plastic (non target)	1%	0.09	1%	0.05	1%	0.07
Plastic film	7%	0.57	5%	0.29	6%	0.43
Polystyrene	0%	0.02	1%	0.02	0%	0.02
Garden wastes	0%	0.01	1%	0.02	0%	0.01
Garden wastes (non target)	1%	0.11	1%	0.01	1%	0.06
Food wastes	32%	2.62	27%	1.61	30%	2.12
Food wastes (non target)	0%	0.00	0%	0.00	0%	0.00
Wood wastes	6%	0.46	9%	0.62	7%	0.54
WEEE	0%	0.04	0%	0.02	0%	0.03
WEEE (non target)	0%	0.00	0%	0.00	0%	0.00
Tyres	0%	0.00	0%	0.00	0%	0.00
Miscellaneous combustible	1%	0.04	3%	0.11	2%	0.08
Textiles & footwear	3%	0.26	2%	0.34	3%	0.30
Textiles & footwear (non target)	1%	0.11	0%	0.07	1%	0.09
Misc. non-combustible	1%	0.11	0%	0.00	1%	0.05
Hazardous wastes	1%	0.10	0%	0.00	1%	0.05
Hazardous wastes (non target)	0%	0.00	0%	0.00	0%	0.00
Healthcare waste	3%	0.26	15%	0.91	9%	0.59
Fines (<10mm)	1%	0.10	4%	0.23	3%	0.16
Total	100%	8.09	100%	6.28	100%	7.19

The following table shows the capture rates of a range of materials in the mixed recycling or packaging bin samples in Low Density (kerbside collection) areas and High Density (communal bin) areas. Note in communal bin areas, paper is collected separately.

These represent the percentages of the different materials being placed in the relevant recycling bins.

Level 1 material	Level 2 material	LD S1	LD S2	LD S3	LD S4	LD Weighted	HD only
Paper and Card	Newspaper, magazines	99%	97%	94%	83%	95%	
Paper and Card	Other recyclable paper	75%	61%	77%	83%	75%	
Paper and Card	Board packaging	76%	84%	96%	87%	85%	55%
Paper and Card	Thin card packaging	81%	77%	89%	72%	79%	45%
Paper and Card	Other card	100	79%	100	0%	90%	0%
Paper and Card	Books	100	-	100	-	100%	
Paper and Card	Yellow Pages/Directories	77%	68%	73%	79%	72%	37%
Paper and Card	Cardboard beverage	89%	76%	85%	82%	81%	45%
Metal - ferrous and non-ferrous	Cans - steel	83%	85%	91%	74%	83%	21%
Metal - ferrous and non-ferrous	Cans - aluminium	23%	41%	9%	27%	26%	14%
Metal - ferrous and non-ferrous	Aerosols - aluminium	40%	51%	44%	54%	49%	7%
Metal - ferrous and non-ferrous	Aerosols - steel	37%	35%	38%	69%	41%	27%
Plastic bottles	HDPE drink bottles	79%	64%	84%	80%	74%	29%
Plastic bottles	PET drink bottles	94%	74%	92%	86%	85%	42%
Plastic bottles	Other plastic bottles	71%	60%	75%	73%	67%	28%
Dense plastic	Dense plastic packaging	67%	51%	56%	54%	54%	16%

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Waste and Cleansing Services Performance

Item number	7.10
Report number	
Executive/routine	Executive
Wards	All wards
Council Commitments	23 , 25

Executive Summary

This report responds to the (adjusted) motion by Councillor Jim Campbell on Daily Waste Uplifts which was approved by Transport and Environment Committee on [17 May 2018](#). The report explains how daily waste uplift failures are recorded and reported to better understand the level of service performance.

In addition, this report also covers some key changes to the monitoring of performance in Waste and Cleansing Services and outlines the opportunities to evolve performance reporting as the service continues to roll out new technology and methodologies and explains what is required to deliver these changes and the stakeholders involved in implementing them.

Waste and Cleansing Services Performance

1. Recommendations

It is recommended that Committee:

- 1.1 Note the current arrangements for recording and reporting performance in Waste and Cleansing Services;
- 1.2 Note the wider review of performance monitoring and reporting with Waste and Cleansing Services;
- 1.3 Note the activities, and dependencies, required to implement the revised performance reporting; and
- 1.4 Agree that the revised suite of performance measures, as illustrated in Appendix 1, and progress against the activities required to implement the revised performance reporting, will be reported to Transport and Environment Committee every second cycle.

2. Background

- 2.1 This report is in response to the (adjusted) motion by Councillor Jim Campbell (following referral from Council) on Daily Waste Uplifts which was approved by Transport and Environment Committee on 17 May 2018. The report covers how the different daily waste uplift failures data sets will be merged into a meaningful report, to include failed waste uplifts as proportion of planned uplifts and on the best use of data to inform citizens.
- 2.2 Waste and Cleansing Services has been through, and continues to experience, significant changes, including:
 - 2.2.1 Structural set up – merging waste and cleansing services into one centrally managed service with Operations Managers now responsible for both waste and cleansing services;
 - 2.2.2 Policy and procedural changes – including expansion of material streams available in wider areas of the city, the upcoming change to a chargeable garden waste service, the upcoming communal bin review, revisions to the Code of Practice on Litter and Refuse, and the potential implications of the forthcoming Deposit Return Scheme;
 - 2.2.3 Investment in infrastructure – including the food waste treatment plant, the two operational sites (including transfer stations) under development, and the energy from waste plant under construction; and

- 2.2.4 Technological developments – including the introduction of Routesmart route management software, introduction of an IVR (interactive voice response) system at the Contact Centre as part of the Corporate Channel Shift project, and upcoming development of new and existing webforms.
- 2.3 These changes present opportunities to amend the performance reporting structure and this report includes recommendations for amendments the service is planning to make to its wider performance monitoring approach with details on the steps required to implement these.

3. Main report

- 3.1 Performance in Waste and Cleansing has been improving over recent years with changes being implemented as part of everyday business and through the changes proposed from projects such as the *improve it* Programme, Transformation and latterly the Waste and Cleansing Improvement Plan.
- 3.2 Key service performance factors show:
- 3.2.1 Missed bin reports reducing from 21,703 between 1 January and 24 June 2017 to 18,274 between 1 January and 24 June 2018 (16% reduction);
- 3.2.2 In 2016/17, 9,556 of the 107,750 waste enquiries raised became Stage 1 complaints (9%) with 19% of these escalated to Stage 2 complaints. This reduced in 2017/18 to 2,615 of the 93,431 enquiries escalated to Stage 1 complaints (3%) with 10% of these escalated to Stage 2.
- 3.2.3 The number of special uplifts increased from 12,445 uplifts (of 37,994 items) between July 2016 to 24 June 2017 to 17,518 uplifts (of 39,670 items) between July 2017 to 24 June 2018 (41% and 4% increase in uplifts and items respectively).
- 3.2.4 Street cleansing requests (including dumping and flytipping) decreasing from 20,708 in 2016/17 to 18,099 in 2017/18 (13% reduction).
- 3.2.5 The Edinburgh People Survey results showing satisfaction with street cleansing increase from 58% in 2016 to 66% in 2017; refuse collection increase from 62% to 69%; and recycling increase from 69% to 72%.
- 3.2.6 The percentage of waste recycled has plateaued, with 2017/18 performance standing at 42.6%. There have been marginal gains in some materials but offset by reductions in others, notably garden waste and glass.
- 3.2.7 The Cleanliness Index Monitoring System (CIMS) score for June 2018 was 68 with 91% of streets recorded as clean. This is the same as June 2017, whilst there is a slight drop in the percentage of streets clean from 94%. The delivery approach for the service is being further reviewed to increase service effectiveness and improve the overall cleanliness of the city.

3.2.8 The Local Environment Audit and Management System (LEAMs) score for 2017/2018 was 88.7% (street sites at an acceptable standard A, B+, B grade standards), a decrease from 92.4% in 2016/2017.

- 3.3 Along with the factors above, the opportunities to report Waste and Cleansing Services performance is evolving as the service continues to roll out new technology with reporting options to the public improving, and methodologies are revised both internally and nationally within the industry.
- 3.4 These opportunities allow the service to report increasingly meaningful performance information against a variety of indicators and addresses a number of the limitations experienced with the current set up.
- 3.5 This report covers the following areas included in the review of Waste and Cleansing performance: bin collection performance, LEAMs, CIMS, and a suite of performance measures. The following sections provide more detail on each of these.

Bin Collection Performance

- 3.6 There are currently a number of reports produced on bin collection performance including daily, weekly, and monthly reports along with management information, corporate Key Performance Indicators (KPIs) and complaints reporting. These currently focus predominately on missed bins reported by the public (with the daily reports also including missed streets and exceptions reported from the previous day's collections).
- 3.7 Whilst these reports provide useful information on the public's contact with the Council and can provide statistics on performance such as the time taken to resolve a request/complaint, the limitations of the system meant that it was not possible to report on overall service delivery (such as bins collected/not collected on schedule; reasons bins not collected etc) as this information was collected for streets rather than individual properties.
- 3.8 With the introduction of 'Routesmart' Route Management System servicing information is captured at an individual bin/property level and significantly expands the information collected and provides much more detailed information for the service. This will not only improve performance reporting but will also allow customers to be updated when issues arise (both with the service, such as delays, or their individual collection, such as access issues, contamination or the bin not presented).
- 3.9 Alongside this, there is also a Customer Digital Enablement Project underway which includes reviewing the webforms available for reporting a missed individual bin or a full or overflowing communal bin.
- 3.10 Utilising this information the following opportunities are actively being investigated/progressed:

- 3.10.1 Reporting the number and percentage of bins collected/not collected on the scheduled day of collection; removing the reliance to use customer contact as an assessment of overall service performance.
 - 3.10.2 Reporting the number of servicing issues impacting collection of bins on the scheduled day (including access issues, bin not out, contaminated bin etc); allowing the cause of bins that have not been collected to be known.
 - 3.10.3 Providing information on the Council website's delays page at a street level (this is currently provided at ward level); making this information more relevant to the public.
 - 3.10.4 As well as making the webforms more user-friendly, they will also be amended to inform the resident reporting a missed individual bin whether there have been any service or crew-reported issues that meant the bin was not collected (such as the bin was not presented, it was contaminated, there were access issues, route or city-wide issues) and advise the resident of the next appropriate steps. This will ensure that residents receive the necessary feedback and what they should expect to happen next whilst ensuring that the reports received by operations are all justified reports.
 - 3.10.5 The communal bin webform is different in that residents are reporting a full or overflowing bin rather than a missed collection. Due to the shared nature of these bins, it is possible for multiple reports to be raised for the same bin resulting in an increased workload and service statistics. Therefore, there is a requirement to link duplicate reports for the same overflowing bin together so that only one request is received by operations without preventing citizens from reporting bins that have already been raised by others. The new system will use different colours and information pop-outs to show bins on an area of the map that already have open reports raised for them. The system could then either prevent citizens from raising another report or allow them to raise a new report linked to an existing report.
 - 3.10.6 Without impacting on customers, the service area are investigating the system distinguishing reports of full or overflowing bins on the scheduled day of collection (those where the scheduled collection took place but the bin has filled again) from those that are due to a late/missed collection (i.e. the bin was due for uplift yesterday but has not yet taken place).
- 3.11 To implement the changes above there is a need for the following:
- 3.11.1 Reporting (3.10.1 and 3.10.2) – As part of the Routesmart system, there is access to an Application Programming Interface (API) which would allow the information captured from the system to be accessed by a corporate Business Intelligence (BI) Solution. The Council and their ICT partners, CGI, are setting up a BI project team to establish the requirements and solution options for the corporate systems estate. Tactical and long-term options for the Routesmart performance reporting will be considered as part of this project.

3.11.2 Web pages/forms (3.10.3 to 3.10.6) – the amendments to the web pages and web forms will be delivered by the Customer Digital Enablement Project. The delivery of these changes requires integration points to be created (or amended) between Fusion (Routesmart’s back office system), Confirm, the corporate CRM, the website/forms, and supporting back office systems along with the supporting procedures to be created or amended accordingly.

3.11.3 The delivery of 3.11.2 requires involvement from the Customer Digital Enablement Project team, Waste and Cleansing Services, CGI, ISL (Routesmart provider), Connect Assist (sub-contractor of CGI), ICT and the Web team. Work has been carried out to understand the requirements from these changes and the actions required to implement these, along with the timescales and resources to carry this out, are currently being established.

LEAMS

- 3.12 The Code of Practice on Litter and Refuse is a statutory guidance document relating to section 89 of the Environmental Protection Act 1990. It defines cleanliness standards for areas of land owned and/or managed by Duty Bodies and Statutory Undertakers, including Local Authorities. This forms the basis of the LEAMS criteria used by authorities to assess cleanliness of relevant land. This information also informs the national Local Government Benchmarking Framework Performance Indicator for street cleanliness score.
- 3.13 The Code of Practice was adopted on XX and clarifies organisational responsibilities; support more effective cleanliness standards covering a range of land types, features and landscaping; and support a proactive approach to litter prevention.
- 3.14 Zero Waste Scotland (ZWS) and Keep Scotland Beautiful (KSB) have been working closely with COSLA, Association for Public Service Excellence (APSE), the Improvement Service and Local Authority partners to develop an updated monitoring system that will provide a more modern platform for the collection, evaluation and presentation of data on litter and other indicators of local environmental quality. A trial is currently underway with six Local Authorities and, in time, this is intended to form part of the requirements of the statutory Performance Indicator for street cleanliness in line with the upcoming new Code of Practice on Litter and Refuse.
- 3.15 Subject to the outcomes of the trial and resulting review, as well as discussions between ZWS, KSB and COSLA, SOLACE and the Improvement Service, it is intended to begin the implementation of any updates to the monitoring system in 2019/20.
- 3.16 The revised Code of Practice also requires Councils to make their street zones publicly accessible within one year of the Code of Practice becoming enacted. Within Edinburgh this will require a city-wide rezoning exercise to be carried out initially. A rezoning exercise will be required to align to the revised zoning criteria.

CIMS

- 3.17 CIMS is the method used by The City of Edinburgh Council to assess street cleanliness. KSB manages the CIMS scheme nationally and carries out four independent assessments each year. The City of Edinburgh Council cleanliness performance target for 2018/19 is a citywide CIMS score of 72, with a secondary target of 95% of streets surveyed as clean. Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). KSB also take a count of litter types and causative factors (pedestrian, domestic or business). They also take a count of other Local Environmental Quality (LEQ) Indicators such as vandalism, gum and fly-posting.
- 3.18 The percentage of streets clean figure shows the percentage of streets meeting Grade B or above and can therefore be viewed as a more accurate indicator of cleanliness of the streets throughout the city. The CIMS scores is determined by a weighting added to each grade a street receives. The score can be influenced by the inclusion of a relatively small number of Grade C or D streets and therefore the overall cleanliness of streets can be harder to convey using this score.
- 3.19 The Council is working with KSB to review how the CIMS surveys they undertake could be broadened to encompass other issues which are relevant to the street scene and the impact it has on pedestrians including the presence of A boards, illegal parking, discarded traffic management items (e.g. sand bags). They carried out a pilot survey in Ward 11 during the June 2018 CIMS survey to assess how these issues could be surveyed and how this data, along with the LEQs and litter types, could be presented in a meaningful manner.
- 3.20 The service will now assess the data presented by KSB and determine whether it meets the Council's requirements. Next steps will then be to approve how the new methodology could be introduced and any agree any financial implications from implementing the change.

Suite of Performance Measures

- 3.21 Waste and Cleansing Services performance was previously reported to Transport and Environment Committee through the Landfill and Recycling Report and the Cleanliness in the City Report; and more latterly the Waste and Cleansing Improvement Plan Update Report.
- 3.22 Following Transformation where Waste and Cleansing Services were brought together the service has considered the amalgamation of performance reporting from the two services into a succinct, easy to understand format.
- 3.23 The format of the revised reporting can be found in Appendix 1 of this report and it is recommended this is reported to Transport and Environment Committee every second cycle.

- 3.24 In addition to reporting this suite of performance measures, the report will also provide an update on progress made against the actions to implement the revised performance reporting.

4. Measures of success

- 4.1 Amendments to the performance information captured and reported will be essential to demonstrate overall service delivery performance and provide a more in-depth understanding of the reasons when this is not achieved allowing issues to be resolved and further areas for improvement to be identified.

5. Financial impact

- 5.1 Any expenditure associated with the actions required in order to revise the Waste and Cleansing performance reporting is anticipated to be contained within existing resources or funded as part of wider change projects.

6. Risk, policy, compliance and governance impact

- 6.1 The information contained within this report is a review of the current reporting structure of performance within Waste and Cleansing Services. This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance.

7. Equalities impact

- 7.1 There are no identified equalities impacts resulting from this report.
- 7.2 The Waste and Cleaning service meets the public sector duty to advance equal opportunity by taking account of protected characteristics in designing services, and by seeking to make services more accessible to all citizens.
- 7.3 The achievement of high cleanliness standards throughout the city fosters good relationships between the Council and residents through the provision of high quality services. It can also lead to safer routes free from potential obstructions and trip hazards for all pedestrians, particularly those with visual impairments.

8. Sustainability impact

- 8.1 Revising the performance monitoring will provide a more in-depth understanding of the reasons things have not gone as planned allowing issues to be resolved and further areas for improvement to be identified. Improvements in the quality of our Waste and Cleansing Service, and the communication with the public, will contribute towards reducing the amount of waste to landfill, increasing the amount of recycling and improving Edinburgh's local environmental quality.

9. Consultation and engagement

- 9.1 Consultation and engagement is carried out as new services and initiatives are rolled out and this work continues to respond to customer enquiries around service changes, to both support and encourage residents to maximise the use of services.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

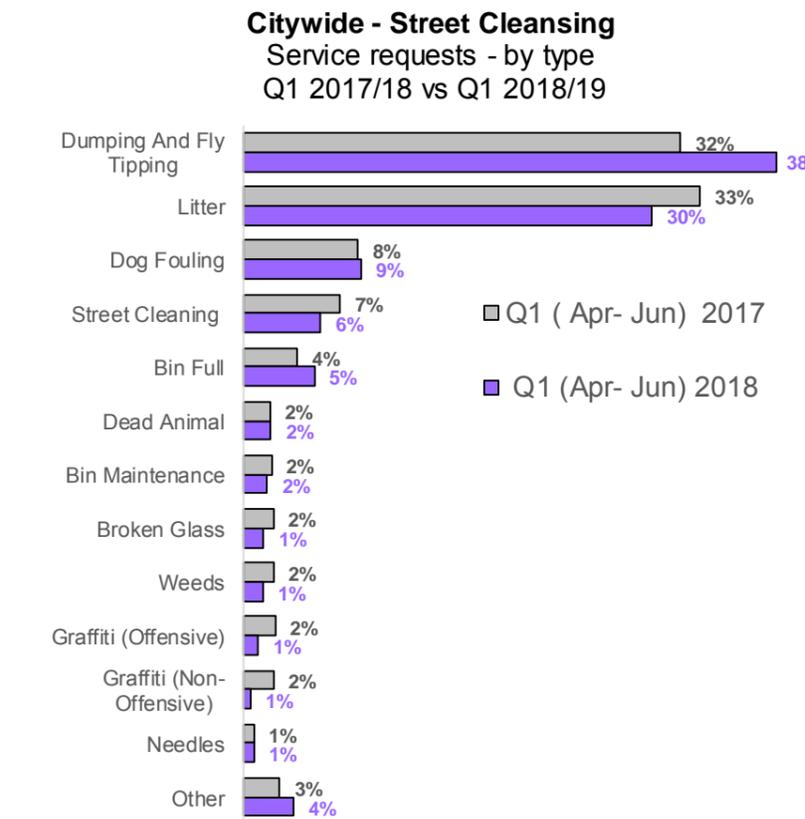
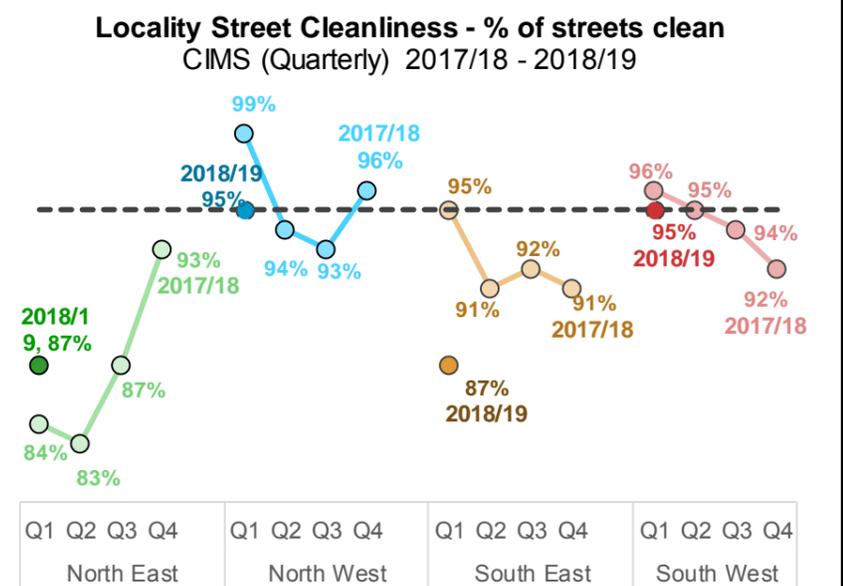
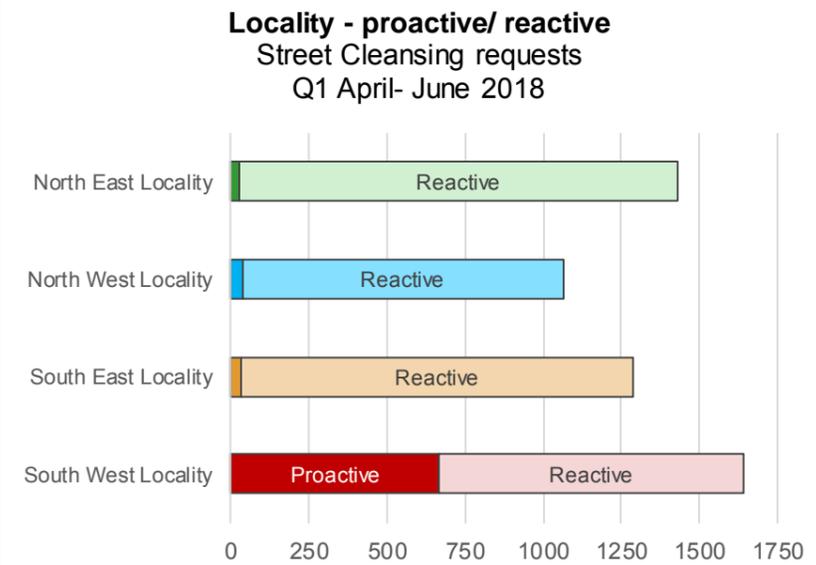
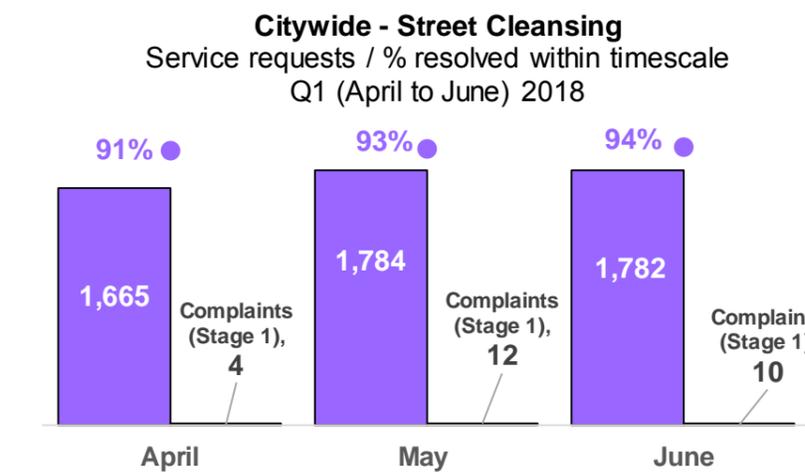
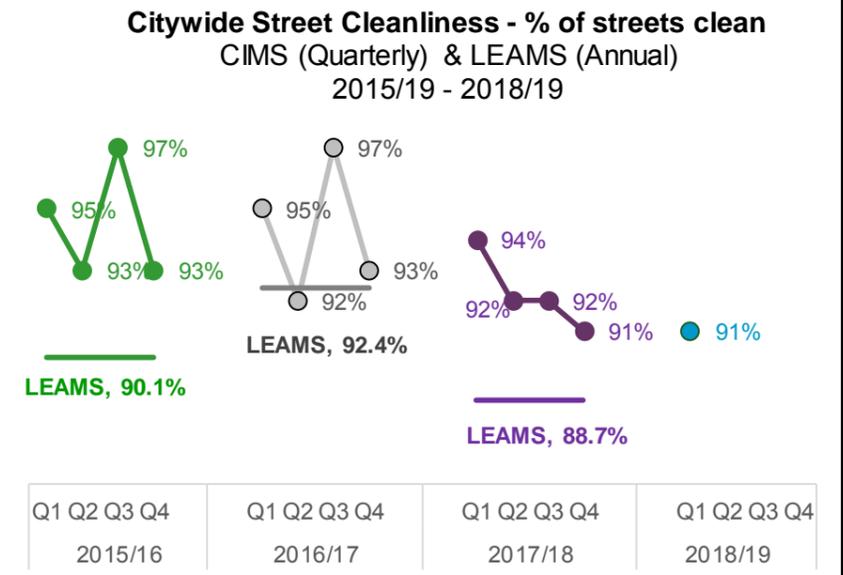
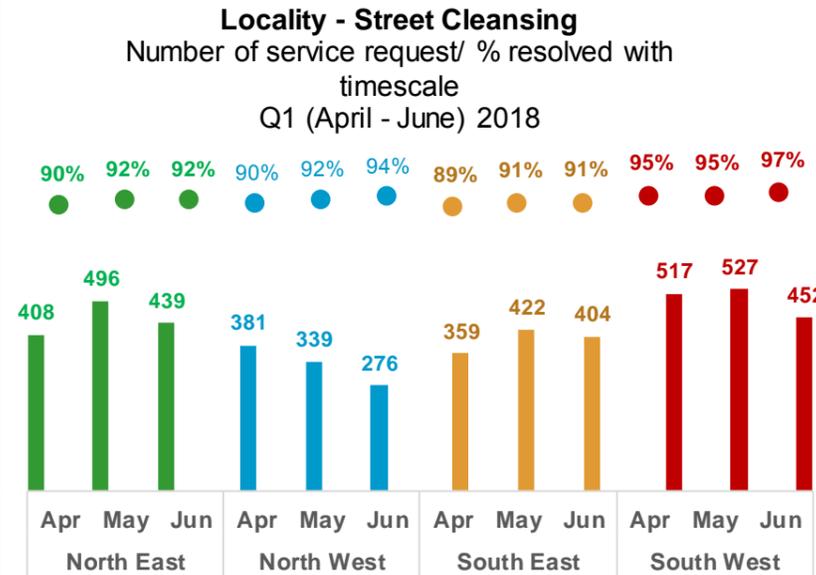
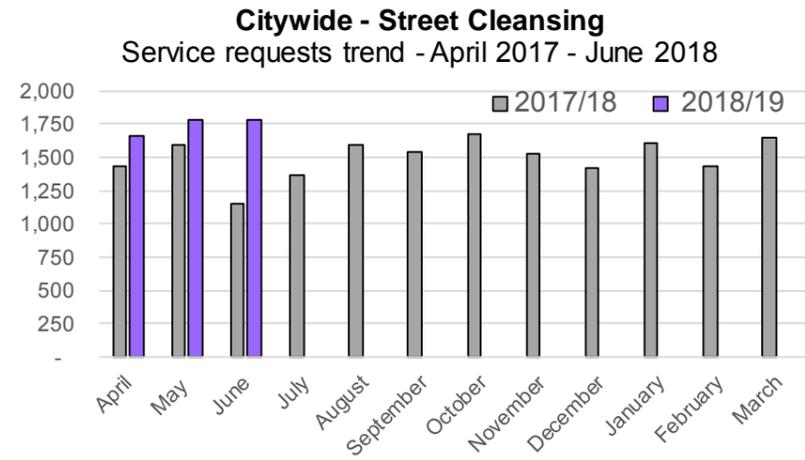
Contact: Andy Williams, Waste and Cleansing Service Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

11. Appendices

Appendix 1 – Revised Performance Measures

Cleansing Performance Dashboard - Quarter One 2018/19 (April to June)



Service Comments:

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Enhancing Communal Bin Collections – update following trial to implement every other day collections

Item number	7.11
Report number	
Executive/routine	Executive
Wards	
Council Commitments	18 , 23 , 25

Executive Summary

This report updates committee on the findings from a pilot undertaken within Ward 12 where the frequency of servicing landfill bins was increased to alternate days.

Monitoring took place over a six-week period (two pre- and four post increase in servicing) during which 196 landfill bins were surveyed the day before servicing and allocated a fill level. Incidences of fly tipping were also recorded.

Key findings from the trial are there was a reduction in the number of overflowing bins. Prior to the trial on average 19 of the 196 bins were observed to be overflowing. With the introduction of increased frequencies this reduced by 53% to 8; the number of nearly empty bins (<25% full) increased from 44 to 78 (from 22% to 40%), and there was little evidence of a correlation between overflowing bins and fly tipping.

Enhancing Communal Bin Collections – update following trial to implement every other day collections

1. Recommendations

- 1.1 Committee is asked to note the contents of this report.
- 1.2 Committee is asked to approve the next stage of the trial:
 - 1.2.1 Maintain the increased servicing frequency of landfill bins in the trial area in Ward 12.
 - 1.2.2 Reduce the number of landfill bins and monitor the impact on fill levels.
 - 1.2.3 Increase the number of recycling bins and increase variety of recycling materials collected.
 - 1.2.4 Increase servicing frequency of mixed recycling bins

2. Background

- 2.1 The Enhancing Communal Bin Collections project will involve the redesign of the existing communal bin service that the Council provides. Across the City there are approximately 18 000 communal bins, ranging from 500 litres to 3200 litres in size. The frequency of collection varies but typically the majority of communal bins are serviced on a twice per week frequency.
- 2.2 To achieve an enhanced level of service it was proposed that collections of these on-street communal bins for landfill and packaging (cardboard, cans, plastics) wastes will increase to an-every other day collection service. As a result of increasing the frequency of collection the number of bins required on-street could reduce by up to 25%.
- 2.3 This report updates members on the commitment made to the Transport and Environment Committee Thursday, [7 December 2017](#), Committee Report: “Enhancing Communal Bin Collections” section 3.2.2 to undertake a trial to assess the impact of increasing frequency on communal landfill bins.
- 2.4 An update on the progress of the trial was provided to committee in the [June 2018](#) Business Bulletin.
- 2.5 This report provides the committee with the results of increasing the servicing frequency of landfill bins within a designated area of Ward 12.

3. Main report

- 3.1 The aim of the trial was to assess the impact on landfill bin fill levels, incidences of fly tipping and residents' behaviour as a result of increasing servicing frequency to every other day.
- 3.2 Bin fill levels were determined by physically inspecting the amount of waste in the landfill bin and allocating a % fill level. There were 5 fill levels ranging from <25% (nearly empty), 25 – 50%, 50 – 75%, 75 -100% and >100% (overflowing).
- 3.3 The use of 'on board' weighing data from bin trucks was investigated as an additional monitoring tool but proved to be unreliable due to mechanical issues and routing.
- 3.4 The trial ran for a 6-week period and focused on an area in Ward 12 between Lorne Street and Albert Street, including Dalmeny Street, Iona Street, Albert Street. Leith Walk (part of) and Easter Road (part of).



Figure 1: Map of trial area and streets.

- 3.5 To assess the impact of the trials, an intensive monitoring period was devised that included: a two-week monitoring period prior to the commencement of increased servicing frequency. This produced the 'baseline' data to compare the results of the trial against.
- 3.6 Monitoring of fill levels took place over a four-week period of increased servicing frequency of the landfill bins and was carried out the day before the day of collection of 196 landfill bins. In addition, incidents of fly tipped items present at

each location and any other issues (i.e. lid missing, car parked in front of bins) were also recorded.

3.7 The monitoring of fill rates for landfill bins results demonstrated:

3.7.1 A 53% reduction in overflowing bins (fill level >100%).

3.7.2 An 44% increase of 'nearly empty' bins (fill level <25%).

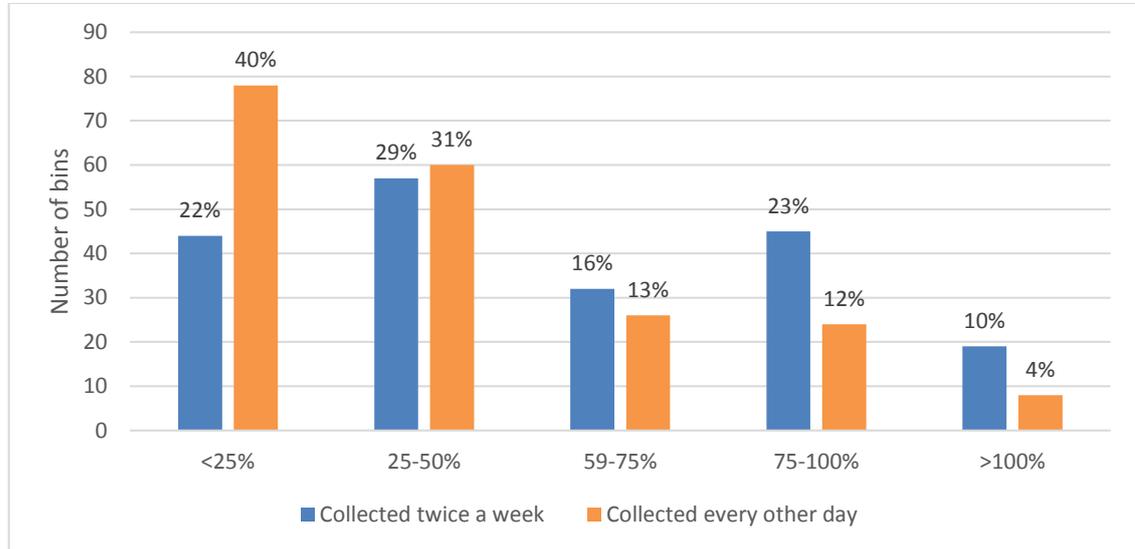


Figure 2: Comparison of fill levels and servicing frequency

3.8 Instances of fly-tipping were monitored to assess if there is a correlation with fill level of bins and fly-tipping.

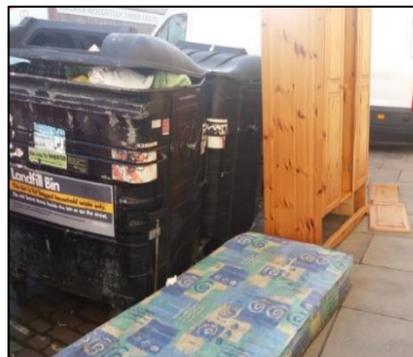
3.9 When fly tipping occurred, a cross reference was made with how full the bins were at that location and if the items could fit into the bin.

3.10 The monitoring of fly tipping showed that only 6% of fly-tipping relates to overflowing bins. The remaining 94% of recorded fly-tipping incidences occurred due to items being too bulky to fit in the bins or next to nearly empty bins.

3.11 These results align with the findings of Changework’s Communal Recycling Consultation (see appendix 1) that 30% of respondents were not aware of the bulky uplift service and 20% were more likely to use it now that the price has been reduced to £5 per item.



Item too bulky to be disposed within the bin (94% of the total fly-tipping instances)



Black bags that could have been disposed within the bin but the bin is overflowing (6% of the total instances)

- 3.12 The way residents use the bins was also monitored. Some sites reported overflowing bins where nearby bins (directly opposite) were either half full or nearly empty and able to accept the waste.
- 3.13 Resident parking and difficulty accessing bins for both crews and residents were also identified as factors affecting the use of bins and how full they were.
- 3.14 Work has already started on implementing recommendations from both the Changeworks and monitoring reports i.e. the recommendation from Changeworks to undertake large-scale advertising to communicate CEC recycling services will be achieved through the delivery of the new recycling guide (appendix 2) which will form part of the communications campaign for garden waste charging. This information will be sent to residents served by both kerbside and communal bin collections.
- 3.15 Next steps for the trial is to reduce the number of landfill bins and replace them with recycling bins and monitor the impact of these changes.
- 3.16 A copy of the full monitoring report is attached as Appendix 3.

4. Measures of success

- 4.1 Reduction in number of reported overflowing bins
- 4.2 Increase in number and variety of recycling bins within designated area
- 4.3 Increase in amount of waste recycled
- 4.4 Reduction in waste to landfill
- 4.5 Increase in number of special uplifts booked

5. Financial impact

- 5.1 There are no direct financial implications arising from this report. In general terms diversion of waste from landfill will be the most cost-effective measure.

6. Risk, policy, compliance and governance impact

- 6.1 Implementation of this trial will support delivery of the Council's objectives to reduce the use of landfill, and to manage waste more sustainably.
- 6.2 The risks identified which will, or may, undermine successful delivery of the trial, will be monitored and reviewed regularly as part of the trial.

7. Equalities impact

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

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 This report builds on recommendations put forward from the city-wide residents survey conducted in September 2017 by Changeworks on behalf of The City of Edinburgh Council.

10. Background reading/external references

- 10.1 Waste and Recycling Strategy 2010-2025
www.edinburgh.gov.uk/info/20245/services_for_communities/413/waste_strategies

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

11. Appendices

Appendix 1 Edinburgh Communal Recycling Consultation February 2018

Appendix 2 Recycling in Edinburgh guide March 2018

Appendix 3 Leith Area increase frequency trial monitoring report



Edinburgh Communal Recycling Consultation

Report for City of Edinburgh Council

14 February 2018

Changeworks
36 Newhaven Road
Edinburgh, EH6 5PY

T: 0131 555 4010
E: hplant@changeworks.org.uk
W: www.changeworks.org.uk

Report	Edinburgh Flats Recycling Service – Consultation for City of Edinburgh Council
Main contact	Angus Murdoch, Technical Coordinator Angus.Murdoch@edinburgh.gov.uk
Issued by	Holly Benyon-Bell, Senior Waste Project Officer hbenyon-bell@changeworks.org.uk Changeworks Resources for Life Ltd Charity Registered in Scotland (SCO15144) Company Number (SC103904) VAT Registration Number (927106435)
Approved by	Hanna Plant, Waste Team Manager hplant@changeworks.org.uk Sam Mills, Head of Projects SamMills@changeworks.org.uk

All contents of this report are for the exclusive use of Changeworks and City of Edinburgh Council.

CONTENTS

1. EXECUTIVE SUMMARY	3
2. CONTEXT.....	6
2.1 Aims and Objectives	6
2.2 Methodology	7
2.3 Online survey.....	8
2.4 Focus groups.....	10
2.5 Data analysis	11
3. RESULTS	12
3.1 Promotion and participation: online survey and focus groups	12
3.2 Promotion of the survey	12
3.3 Online Survey Respondents.....	15
3.4 Focus group participation	17
3.5 Use of recycling.....	18
3.6 Perceptions and experiences of recycling.....	19
3.7 Provision and distribution of recycling bins- glass, food, mixed, paper and landfill	23
3.8 Communications and signage	26
3.9 Reporting issues on communal bins.....	28
3.10 Re-use behaviours	30
3.11 Bulky uplift service	30
3.12 Household waste recycling centres (HWRC)	31
3.13 Public suggestions for improvement of services.....	32
3.14 Miscellaneous.....	34
4. Key Findings	35
5. Recommendations	37
6. Conclusion	40
7. Appendices.....	41
7.1 Communications Plan.....	41
7.2 Focus Group Topic Guide	43

1. EXECUTIVE SUMMARY

Changeworks has worked closely with the City of Edinburgh Council (CEC) on waste prevention for over 30 years. In September 2017, on behalf of the City of Edinburgh Council, Changeworks launched a city-wide consultation on the city's communal recycling facilities to assist CEC in their efforts to increase recycling rates and decrease waste to landfill.

The aims of the consultation were:

1. To collect survey responses from at least 1475 target households, 1% of the number of Edinburgh residents living in a flat (2011 census data).
2. To receive high quality responses which reflect the needs and opinions of residents in different types of properties using the communal bin services.
3. To conduct the consultation in a way which seeks to be representative of the demographics being surveyed (i.e. age, household size, tenure and length of residency).
4. To provide well founded recommendations for improving the service.

The key approach taken for this consultation was using an online survey and follow up focus groups. The online survey was launched in September 2017 and closed after one month. **3309 total responses were received from the survey with 2707 eligible responses.** The survey was promoted via several social media channels including Facebook and Twitter, shared on CEC webpages and promoted via mailshots using DotMailer. Focus group participants were recruited from survey respondents that expressed interest and left contact details. Four focus groups were delivered across the city (one focus group in each locality of the city) with 30 participants in attendance across all four groups.

Results collected from the survey and the focus groups were then processed using qualitative and quantitative methods and used to form the basis of recommendations to improve the CEC communal waste and recycling service across the city.

Key findings from the survey included the following:

1. There is public desire for more recycling bins to be installed in their area.

- The ratio of landfill bins to recycling bins were felt to be imbalanced. The installation of more bins would encourage positive recycling behaviours. (more glass and food bins were particularly called for)
- Overflowing bins was a key barrier to recycling
- Lack of storage within flats was a key barrier to recycling

2. More and improved signage using images and pictures would encourage more recycling.

- Residents living in tenements are keen for more information in stairwells and public areas

- Residents do not have enough information, therefore are not recycling as effectively as they could.
- More “do’s” and “don’ts” (particularly the types of plastics that can and cannot be recycled).
- More visual signage including stories and positive messaging (particularly on the recycling journey).

3. Food waste recycling was the least recycled material out of all materials surveyed. This is due to the design and access of food waste bins and a lack of awareness on why food waste recycling is beneficial.

- Many households don’t have food waste caddies.
- Residents are unaware that they don’t need to use bio bags. This could encourage more food waste recycling.
- Food waste bins are seen as unhygienic and unpleasant to use.
- 16-24 year olds are the least likely to recycle food waste.

4. Residents are engaged with activities for reuse and waste prevention, however there is a lack of awareness on related services available.

- Respondents and participants were happy with the bulky uplift service and would like to see it advertised further to encourage use.
- Respondents and participants tend to use charity shops and other commercial avenues to dispose of their larger household items.

From these key findings, the following recommendations to CEC are:

Food Waste Services

1. Create food recycling communications campaign targeting 16 –24 age group.
2. Install more food waste bins per capita.
3. Provide food caddies to all Edinburgh residents.
4. Improve design of food waste bins to improve resident experience.

Bin provision

5. Decrease number of landfill bins and increase number of recycling bins.
6. Install more glass bins.
7. Increase frequency of collections.
8. Provide recycling bins closer to residents’ properties.

Communications

9. Create more visual signs for bins.
10. Provide stories of the recycling journey for the bins.
11. Large scale advertising to communicate CEC recycling services and how to access and use them.
12. Communicate ideas on storage solutions for small flats / tidy looking solutions e.g through social media.
13. Improve communications channels for residents to contact CEC.
14. Make efforts for further public consultation for improvement of services.

A significant finding from the consultation which engaged a total of 3339 Edinburgh residents, was that people valued being consulted on an issue such as waste and recycling. There is a desire to see improvement of the service and to see recycling improve across the city. Food waste was the worst performing material for recycling and so this should be considered an area of focus for improvement by CEC. Once key challenges such as resources (i.e. bin provision), communications (i.e. labelling) and servicing of bins (i.e. collections) are addressed, there is potential to see an improvement in recycling rates and a decrease in waste to landfill across the City of Edinburgh.

2. CONTEXT

Changeworks is Scotland's largest environmental charity, committed to carbon reduction, waste reduction and tackling fuel poverty. The Changeworks Waste Team have worked with The City of Edinburgh Council on engaging the public about waste prevention (reducing, reusing and recycling) for over 30 years.

The City of Edinburgh Council (CEC) are committed to ensuring the provision of effective and accessible waste and recycling services. Based on the 2011 census, the number of flatted households in Edinburgh is 147,500 – 64% of the city. As a result, the housing profile of Edinburgh is high density and compact, with a higher percentage of people in Edinburgh living in a flat compared to the rest of the UK (except Glasgow). The nature of this high density and compact housing puts pressure on the waste and recycling service, with restrictions on space both inside a flat and on the street. CEC are seeking to review and enhance the current service so that residents living in flats have as comprehensive a waste and recycling service as can be delivered, whilst taking into account the constraints of the building types themselves. CEC therefore commissioned Changeworks in August 2017 to conduct a city-wide consultation to seek information on the knowledge, perceptions, opinions and behaviours of Edinburgh residents to:

- Redesign the communal bin system to increase the capacity and accessibility of recycling facilities, and where possible reduce the landfill service;
- As far as possible, ensure that each collection point has facilities for landfill and the full range of recyclables: food, paper and card, cans, mixed plastics and glass.

This will assist CEC in meeting the 2025 goal of the Scottish Government's Zero Waste plan, where 70% of the city's waste will be recycled and only 5% goes to landfill.

The following report is a presentation of the findings from the resulting consultation including an online survey and four focus groups which took place throughout November and December 2017.

2.1 Aims and Objectives

The specific objectives of this consultation were the following:

1. To collect survey responses from at least 1475 target households, 1% of the number of Edinburgh residents living in a flat (2011 census data)
2. To receive high quality responses which reflect the needs of different types of flatted properties (properties using communal bin services) which will give CEC useful ideas and parameters for redesigning the communal bin service

3. To conduct the consultation in a way which seeks to be representative of the demographics being surveyed (i.e. age, household size, tenure and length of residency)

The key aim was for Changeworks to provide well founded recommendations for improving the service and thus support CEC in their mission to reduce waste and improve communal recycling services across the City of Edinburgh.



(Figure 2.1 Activity 1: Changeworks Focus Group)

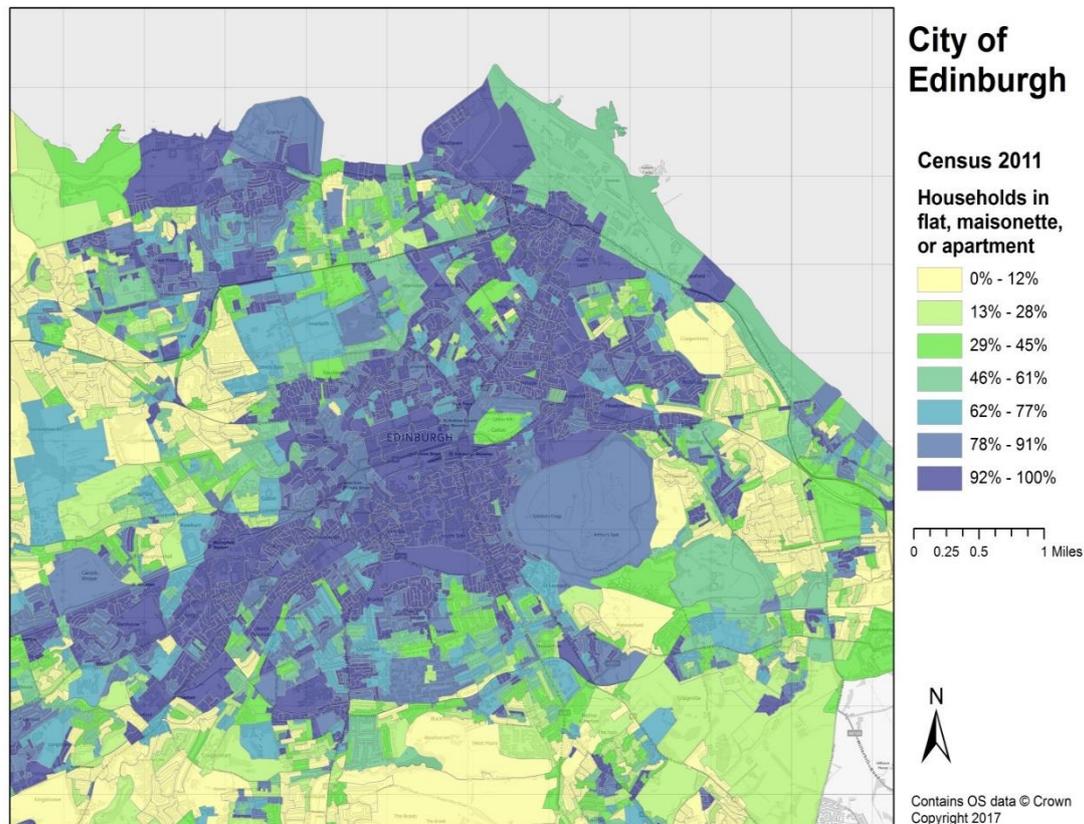
2.2 Methodology

Changeworks fulfilled the consultation aims using two key methods. These were:

- **A citywide survey** of residents, primarily delivered online using the Survey Monkey website, promoted widely via several platforms (outlined below)
- **A series of focus groups** delivered after the online survey had closed, to gather supplementary qualitative responses to more open questions and gain feedback on ideas suggested in the online survey

The primary audience for this consultation were individuals living in the City of Edinburgh and resident in a property that required them to use the communal waste and recycling facilities provided and services by CEC. To ensure this target audience was reached, analysis was undertaken to understand the location of flatted properties in Edinburgh. Preliminary research using 2011 census data identified 'output areas' of Edinburgh (census boundaries which are smaller than a postcode area) containing

high percentages of flatted properties which constituted the target areas for this consultation. These are shown in the map below:



(Figure 2.2.1 City of Edinburgh Census 2011)

2.3 Online survey

In designing the survey Changeworks endeavoured to consider the likely responses to each question and how this feedback might be used by CEC to action bin service redesign. The online survey was mainly multiple-choice questions resulting in a breadth of quantitative and qualitative responses.

To test survey eligibility, those surveyed first completed three questions which asked about the type of house or flat they live in, the type of bin service they receive, and where they live. If they did not meet the target household criteria they were not asked to complete the rest of the survey. This ensured that the consultation only included responses from the target audience.

To encourage widespread participation Changeworks designed the survey to:

- Use simple and accessible language, with pictures to add explanation where possible
- Be presented in a straightforward interactive format using Survey Monkey

- Take the average respondent no more than 10 minutes to complete (preliminary user testing confirmed this)
- Be less than 25 questions
- Be multiple choice where possible, with options of adding comments if desired
- Be as objective and unbiased as possible
- Reassure respondents that their responses will be treated anonymously and confidentially
- Allow respondents to opt out of completing demographic information if they choose (excluding postcode, which is used to test survey eligibility)
- Be read to someone on the telephone or in the street, in case there are disabilities or other barriers which restrict access to the online version
- Only be open for one month to give time for responses but not so much time that people lose interest
- Offer the opportunity to enter a prize draw to win a collection of widely appealing prizes as an incentive for completing the survey.

Before the survey went live, a webpage describing the purpose of the consultation was also added to the Changeworks website to provide relevant information for individuals.

Changeworks used various communication methods to promote the survey and focus group opportunities to a wide audience within Edinburgh. These methods are detailed in the communications plan in Appendix 7.1. A summary of the communications methods utilised were:

- **Websites and social media** – the survey link was promoted through both Changeworks and the City of Edinburgh Council website pages and press and social media channels, including Facebook, Twitter and news pages such as the Edinburgh Reporter. A list of other relevant organisations on social media or with suitable websites were also identified and where possible encouraged to share the survey link with their followers. Several posts and reminders publicised the survey throughout the survey duration, including sponsored Facebook posts aimed at reaching residents in target areas using postcode data.
- **Changeworks mailing lists** – Changeworks circulated the survey link to their relevant mailing lists available according to Changeworks Data Protection and Marketing policies, such as the Too Good to Waste e-bulletin readers (762 people at the time of sending).
- **Mailing lists owned by other organisations** – a list of partner organisations that have contact with Edinburgh flat-dwellers were also approached to circulate the survey to their mailing lists. A diverse set of mailing lists and Edinburgh organisations were contacted (e.g. not just waste related) to ensure a wide range of respondents.

- **Community advertisement** – the survey was also publicised by poster and flier at key community centres such as libraries, sports centres etc. In some target areas posters were placed on communal waste and recycling bins. Volunteers and Changeworks staff helped with distribution of posters and fliers.



(Figure 2.4.1 Survey Flier)

2.4 Focus groups

In addition to the online survey, phase 2 of the consultation involved four focus groups, the purpose of which was to go into more depth about key issues identified in the survey. A topic guide was created after collating the survey results to help direct discussion in the focus groups on key issues and ideas raised in the survey (such as suggestions for service improvement). This can be found in Appendix 7.2. The main aim of the focus groups was to gather more in-depth qualitative information about flat-dwellers' views on their current recycling service with discursive questions more suitable for a small group.

Four focus groups were run in each locality in the city (one per locality) and were designed to host a maximum of 10 participants each. The results from the focus groups have been used to support the results from the survey and add a qualitative angle to the findings. They are presented alongside the results of the survey and help to inform the final Key Findings (Section 4) and Recommendations (Section 5).

The focus groups included a cash incentive for each householder that attended, which helped draw a representative and diverse selection of attendees to the groups. Recruitment and selection for the focus groups occurred mainly through respondents

to the survey opting in to being contacted about participating in the focus group. For those that submitted interest, a representative sample of people were selected and contacted based on who both rented and owned their properties, their age, their language, their gender and how long they have been resident in their properties.



(Figure 2.5.1 Southside Focus Group)



(Figure 2.5.2 Stockbridge Focus Group)

2.5 Data analysis

On completion of the above methodology, the results from the online survey were treated as quantitative and the results from the focus groups were treated as qualitative.

The comments from the survey and focus groups were processed using thematic analysis. Themes included food waste, information, landfill, complaints, positive feedback and bin positioning. In exploring such themes, key quotes, information or feedback that would further the aims and objectives of this consultation were extracted and presented as follows.

- Quantitative data is presented in the form of charts and graphs
- Qualitative data is presented in the form of quotations in tables and word clouds

The results were then used to form the basis of Key Findings in Section 4 and Recommendations presented in Section 5.

3. RESULTS

3.1 Promotion and participation: online survey and focus groups

The survey went live on 21st September 2017 and **3309 total responses were received from the survey with 2707 eligible responses**. Of those eligible responses:

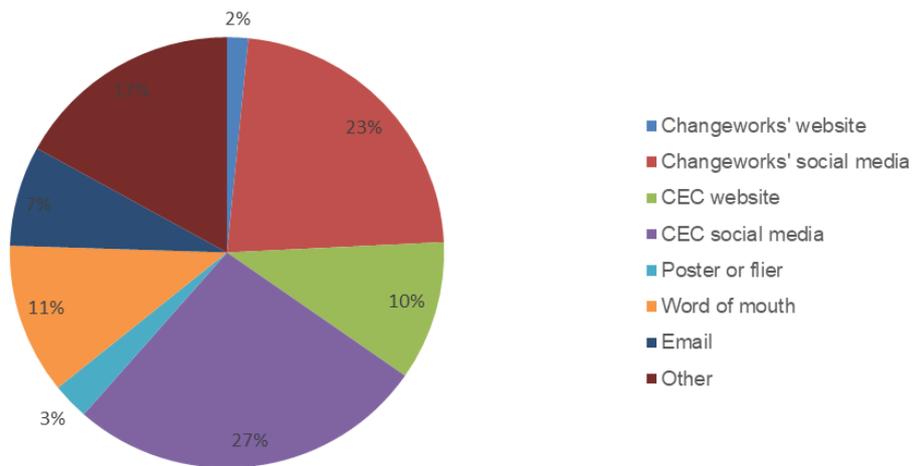
- **990 respondents registered interest** in taking part in a focus group (36%)
- **305 respondents responded to an additional survey** about taking part in a focus group (11%)
- **281 respondents confirmed they were able to attend** a focus group if invited (10%)
- **81 respondents** were invited to the focus groups (3%)
- **34 respondents confirmed attendance** at focus groups (1%)
- **30 respondents attended focus groups** (1%)

In addition, a total of 968 (35%) people wanted to hear more about what the Changeworks' Waste Team do and so were added to the 'Too Good To Waste' e-bulletin list. These individuals now receive a monthly e-bulletin with information, hints and tips about waste reduction across the City of Edinburgh.

3.2 Promotion of the survey

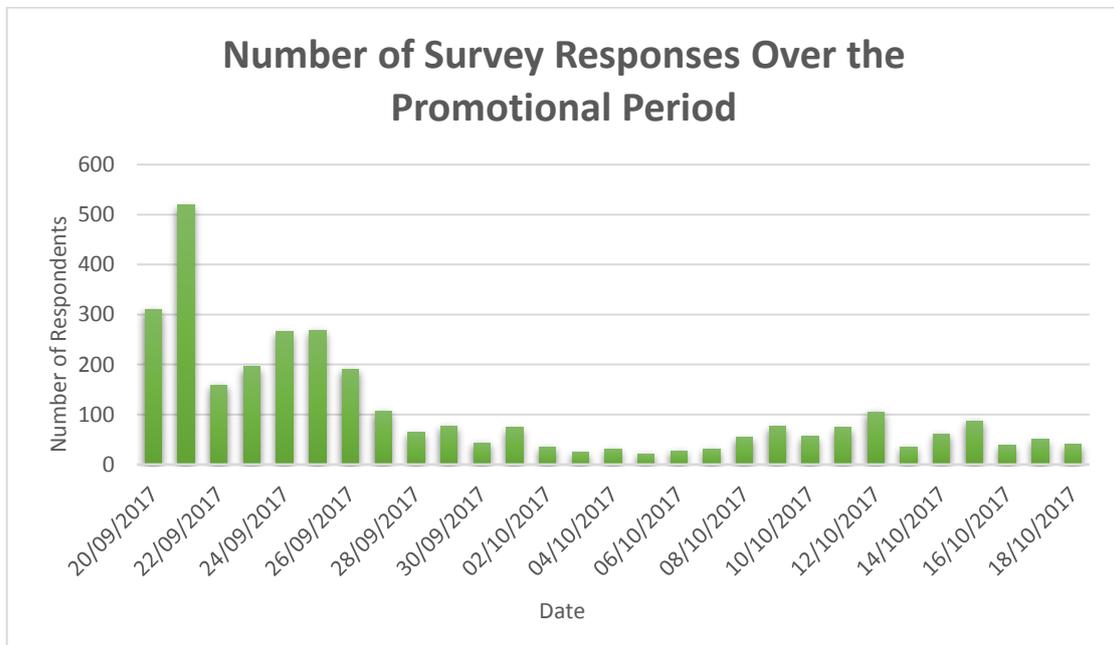
Social media was the most effective method of gaining responses to the survey, with 50% of respondents reporting coming from social media channels (Figure 3.2.1.) The CEC social media channels were the most popular, with 27% of respondents seeing the survey there. This was closely followed by the Changeworks' Twitter and Facebook channels where 23% of participants found it.

How participants found the survey



(Figure 3.2.1)

In total, there were **2,040 known engagements with Changeworks' Tweets and Facebook posts** advertising the survey. Of these engagements, **661 were direct link clicks to the survey** which is a good indication of a high response rate due to mailshot promotions. There were also **161 retweets or shares of the link** throughout the campaign period, which will have extended the reach of the survey. Figure 3.2.2 supports the above and shows approximately 700 survey responses occurred between the 21st and 22nd of September 2017, which is when the survey was first made live and promoted on social media.



(Figure 3.2.2)

These dates also correspond with the most effective Tweet (reached 17,562 people and generated 543 engagements) and Facebook post (reached 10,724 people and

generated 543 engagements) which were both uploaded on the 21st September. **The direct link clicks to the survey from these engagements were worth 60% and 43% of the total link clicks respectively.**

The most successful form of promotion for the survey was:

- CEC promotion via Facebook and Twitter
- Targeted social media promotion via Facebook to specific postcodes of high density areas
- Word of mouth (12% of participants)
- Presence on CEC webpages (10%)
- Direct mail shots to mail lists (using Dotmailer)
- Sharing of the survey via external social media channels

The following tables demonstrate the difference between Twitter and Facebook for promoting the online survey. Facebook proved to be a more powerful promotional tool, however deemed most effective in conjunction with Twitter posts.

Twitter Statistics

Tweet Date	Impressions	Total Engagements	Likes	Retweets	URL Clicks
20/10/17	362	5	0	0	1
16/10/17	4,209	71	2	6	22
08/10/17	4,544	84	4	8	29
04/10/17	627	1	0	0	1
23/09/17	1,395	169	2	4	56
21/09/17	17,562	627	24	48	174
18/09/17	521	6	1	0	3
16/09/17	760	13	3	1	3
15/09/17	4,693	143	8	3	2
Totals	-	1,119	44	70	291

(Figure 3.2.3)

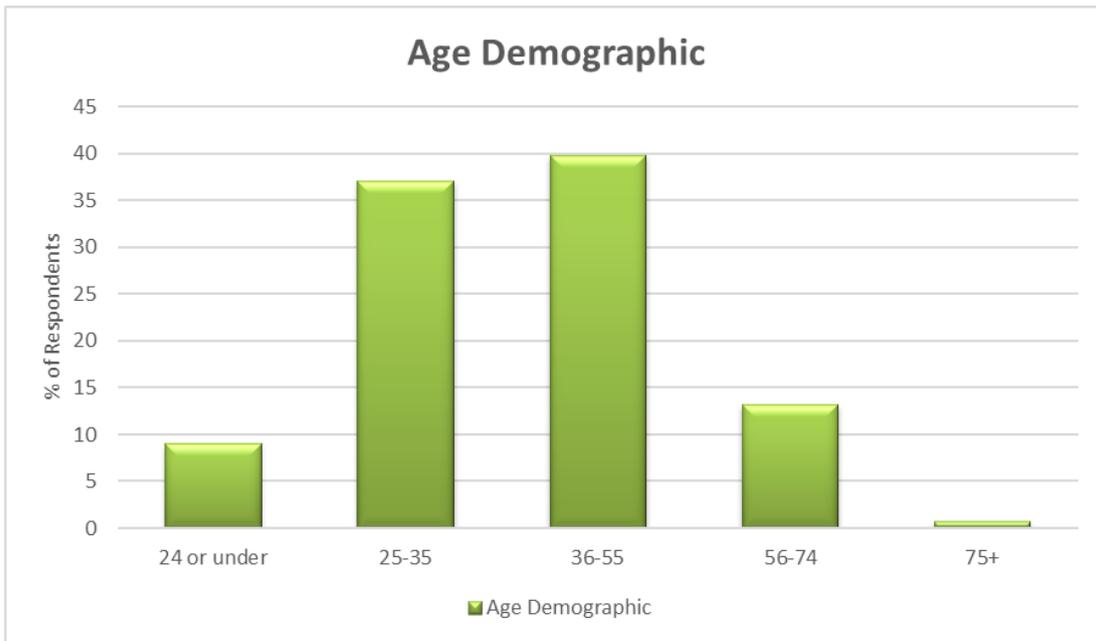
Facebook Statistics

Post Date	Total Reach	Total Engagements	Likes	Shares	URL Clicks
20/10/17 – 23/10/17 (boosted post, £10)	2,776	148	17	10	107
22/09/17 – 05/10/17 (Paid ad, £30)	2,084	-	328	9	28
16/10/17	2,518	95	4	10	38
07/10/17	2,484	76	9	7	26
04/10/17	271	4		2	1
29/09/17	849	17	7	4	3
26/09/17	779	10	3	2	3
24/09/17	2,096	3			1
21/09/17	10,724	543	65	44	159
18/09/17	283	12	5	2	-
16/09/17	264	13	7		5
Totals	-	921	445	90	371

(Figure 3.2.4)

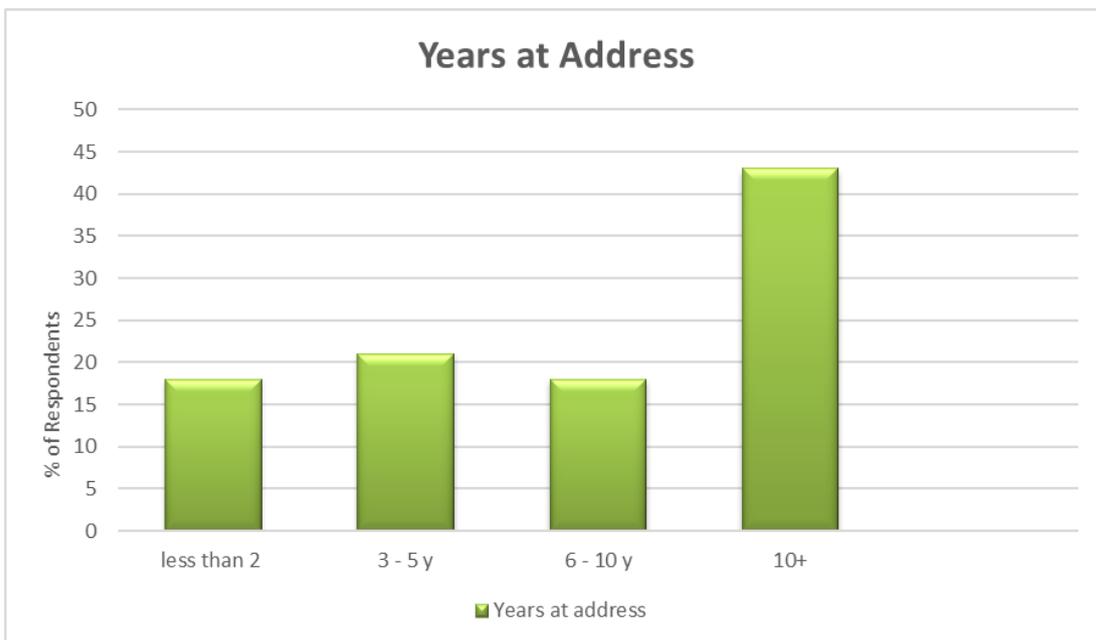
3.3 Online Survey Respondents

The following depicts the age demographics of those that participated in the survey. Most respondents were found to be of the older active working population (age 25-35 years old and 36-55 years old) with the least participation coming from the 75+ age group.



(Figure 3.3.1)

Over 40% of respondents have lived at their property for over 10 years (see Figure 3.3.1).



(Figure 3.3.2)

Following on from this, in relation to housing status, over half of those who answered (56%) were owner occupiers with the next highest proportion of participants being private renters (36%).



(Figure 3.3.3)

3.4 Focus group participation

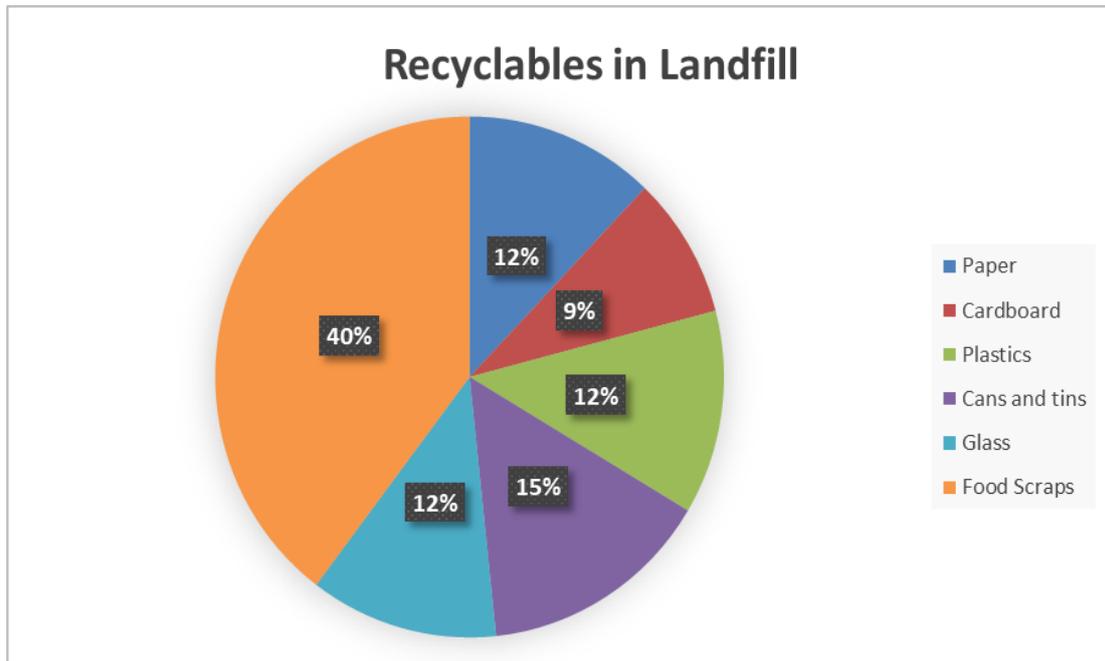
30 people participated in the focus groups over the course of 4 days and 4 localities throughout Edinburgh. The table below displays the details of each focus group and number of attendees at each.

Date	Venue	Locality	Number of participants
23/11/2017	Eric Liddell Centre	South West	9
30/11/2017	Changeworks	North East	8
28/11/2017	Southside Community Centre	South East	5
04/12/2017	Stockbridge Library	North West	8
TOTAL			30

(Figure 3.4.1)

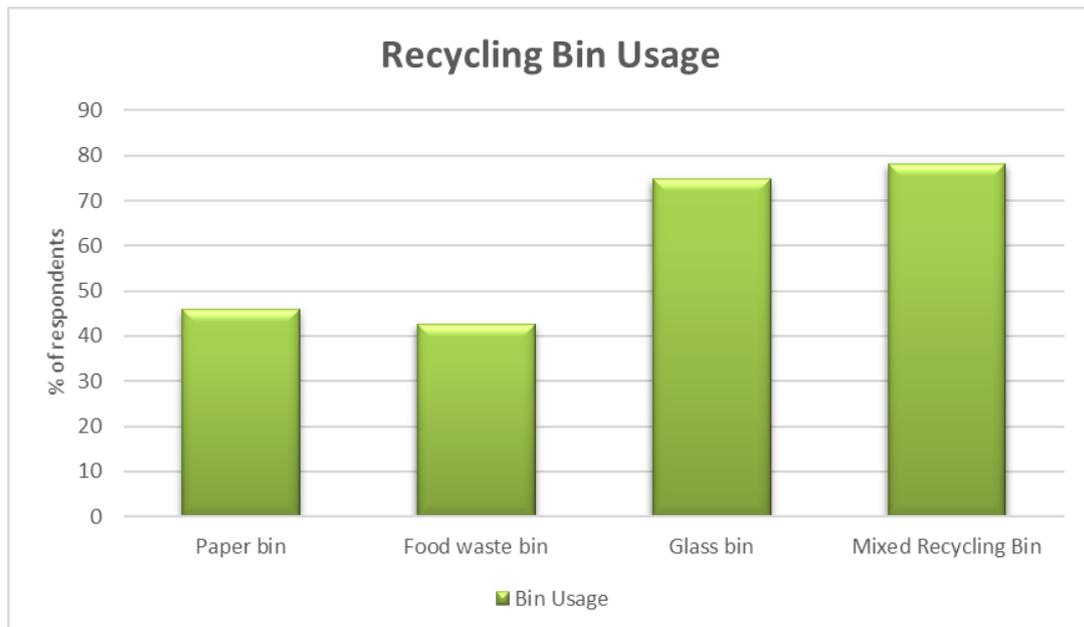
3.5 Use of recycling

The graph below shows that the largest percentage of material respondents put to landfill is food waste (40%) with the smallest amount being cardboard (9%).



(Figure 3.5.1)

In addition to this, the following graph shows the percentage of respondents using the on-street recycling bins. The mixed recycling bin is the most commonly used bin (78%) with the food bin being the least used (42%).



(Figure 3.5.2)

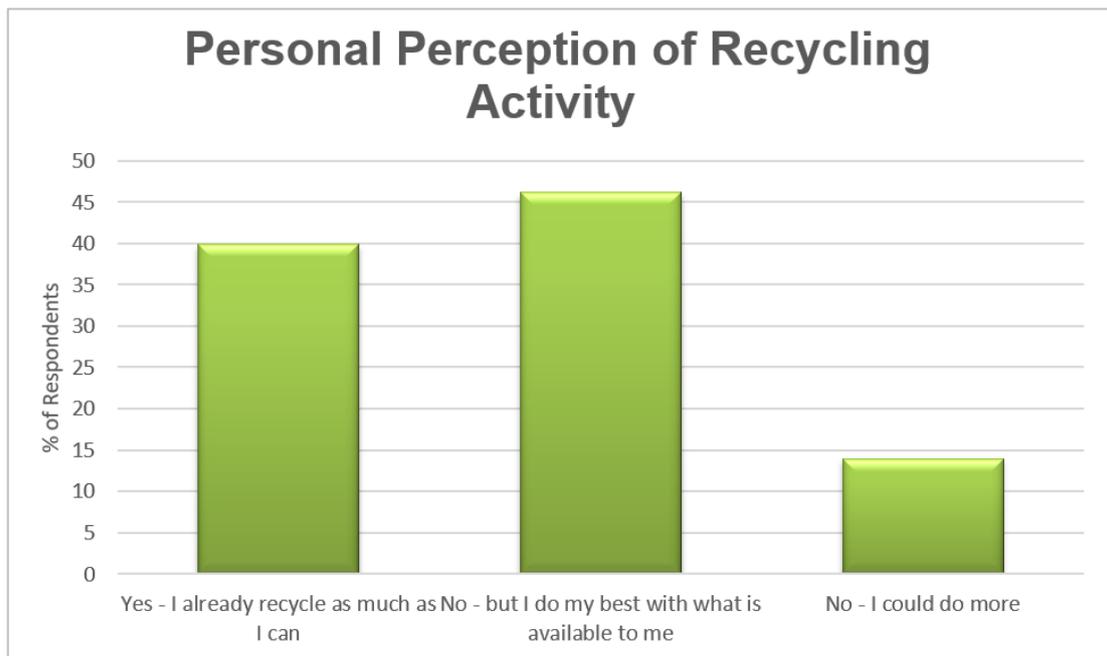
Both these results reflect a lack of participation in food waste recycling. The word cloud below represents conversations from the focus groups, with food waste being a commonly discussed topic. Many participants expressed dissatisfaction or misunderstandings about food waste recycling specifically mentioning the cleanliness of the bins. This is explored further in Section 3.7.



(Figure 3.5.3)

3.6 Perceptions and experiences of recycling

This question was designed to ascertain respondents' perceptions on their recycling. 'Enough' is a relative term and so this question does not give a factual indication on the quantity or quality of their recycling, simply their perception of their recycling activity.



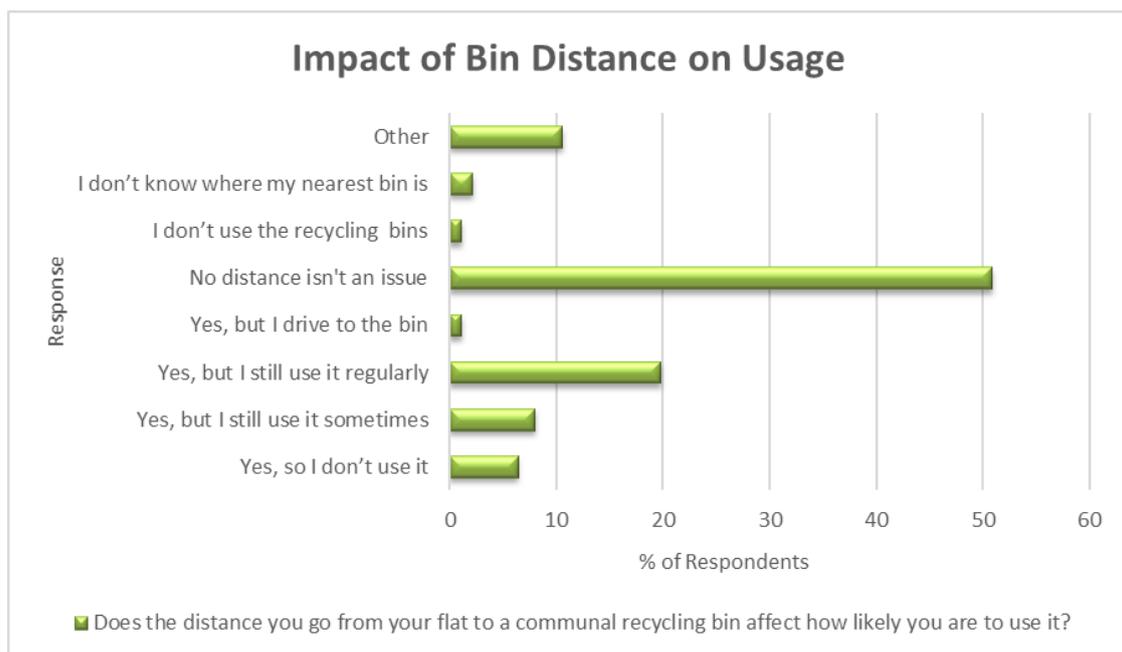
(Figure 3.6.1)

From the 2 'No' columns combined, we can see that 60% of people say that they don't recycle enough.

In a question that was asked at the start of the focus groups,

- **97% of people answered that they felt that recycling was important**
- **73% saying that the system needs improvements.**

These results reflect a frustration from those who are willing to minimise their waste and that the current service provision does not enable them to fully realise their waste minimisation potential.



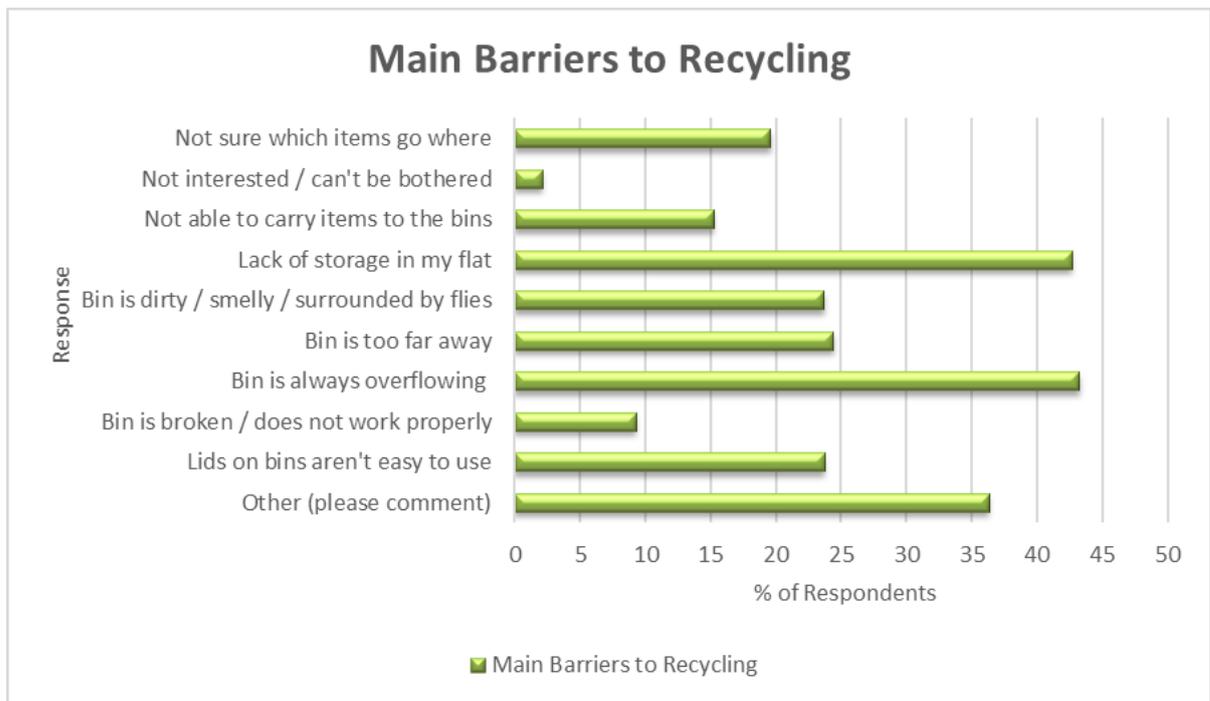
(Figure 3.6.2)

Just over 50% of people say that distance doesn't affect their recycling habits, however closer investigation of the comments from the survey show that there are several issues here that need attention in relation to particular types of bins. The comments depict the desire to do more, however, a perceived lack of infrastructure is a barrier.

Comments

Theme	Comment
Distance to Bins	<p><i>“Most bins are very close. The food waste one is further away. I’d use that more often if it was closer “</i></p> <p><i>“There are no glass bins next to our buildings and it is quite a walk to the nearest, which is often full”</i></p> <p><i>“We use the mixed recycling and individual food bins outside but glass stacks up in our kitchen due to a glass bin being far away.”</i></p> <p><i>“If you've walked down 2 flights of stairs, the full length of your road, then across and along another road with a heavy bag of glass recycling only to find it too full to put anything in this can be very frustrating!”</i></p>
Overflowing recycling bins	<p><i>“Full bins stop me using them and so I landfill everything”</i></p>

(Figure 3.6.3)



(Figure 3.6.4)

The two main reasons that people don't do more recycling are "lack of storage in flat" and "overflowing bins".

Further analysis from the focus group revealed that many respondents weren't given food caddies to recycle their food waste. From online survey comments and focus group discussions, this was found to be a significant factor in respondents not recycling food waste.

36% of people chose "other" barriers to recycling. Comments from the online survey to elaborate on this selection are below:

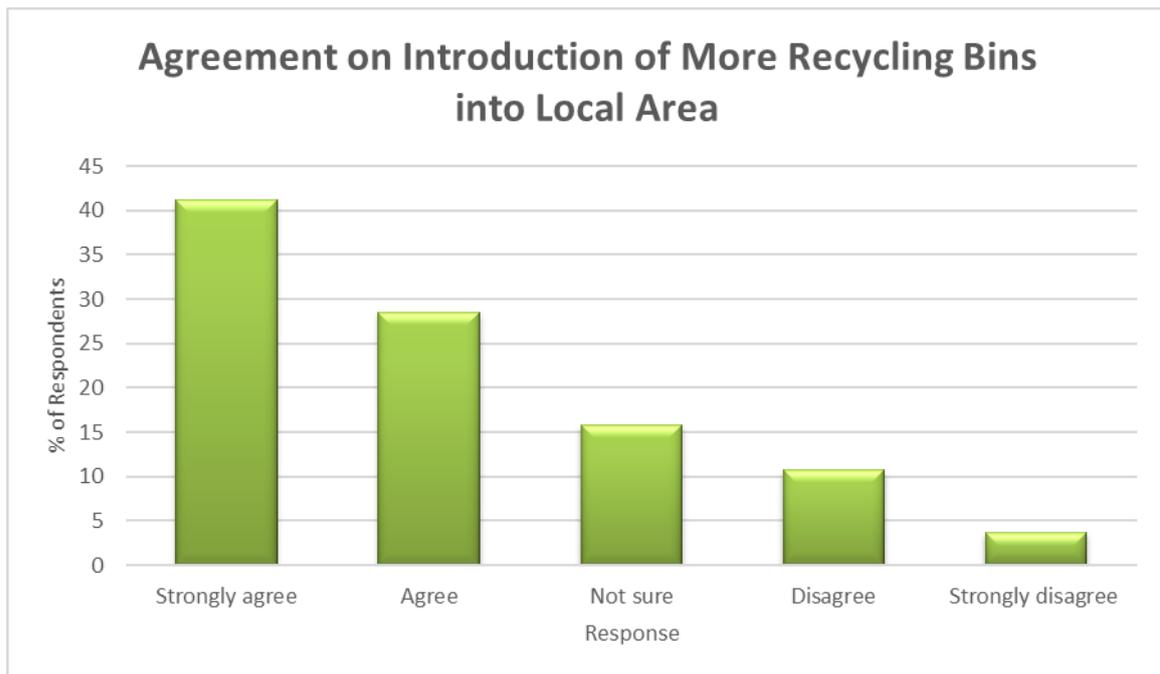
Theme	Comment
Overflowing bins	<i>"The packaging recycling bin is always overflowing, nearby ones are overflowing too, really could use more. We also have a severe lack of food recycling bins."</i>
Food recycling	<i>"No recycling boxes/food waste bins provided in my flat"</i>
Design	<i>"I find it very difficult to lift a refuse bag into the bin whilst holding the lid open at the same time."</i>
Distribution of bins	<i>"I think I recycle everything I can - however, much could be improved - recycling bins should be right next to"</i>

landfill bins and should be emptied on a regular basis.”

(Figure 3.6.5)

3.7 Provision and distribution of recycling bins- glass, food, mixed, paper and landfill

There was an agreement with a large proportion of respondents that there should be more recycling bins introduced in order to increase recycling rates. The graph from the survey below shows that 70% of people would like to see more recycling bins installed.



(Figure 3.7.1)

From focus group discussions, it was widely felt that removing many of the landfill bins and replacing these with recycling bins would encourage the uptake of the services. However, to minimise contamination and ensure correct usage of the recycling bins, this must come in conjunction with well-designed and implemented information and communications on recycling.

Glass

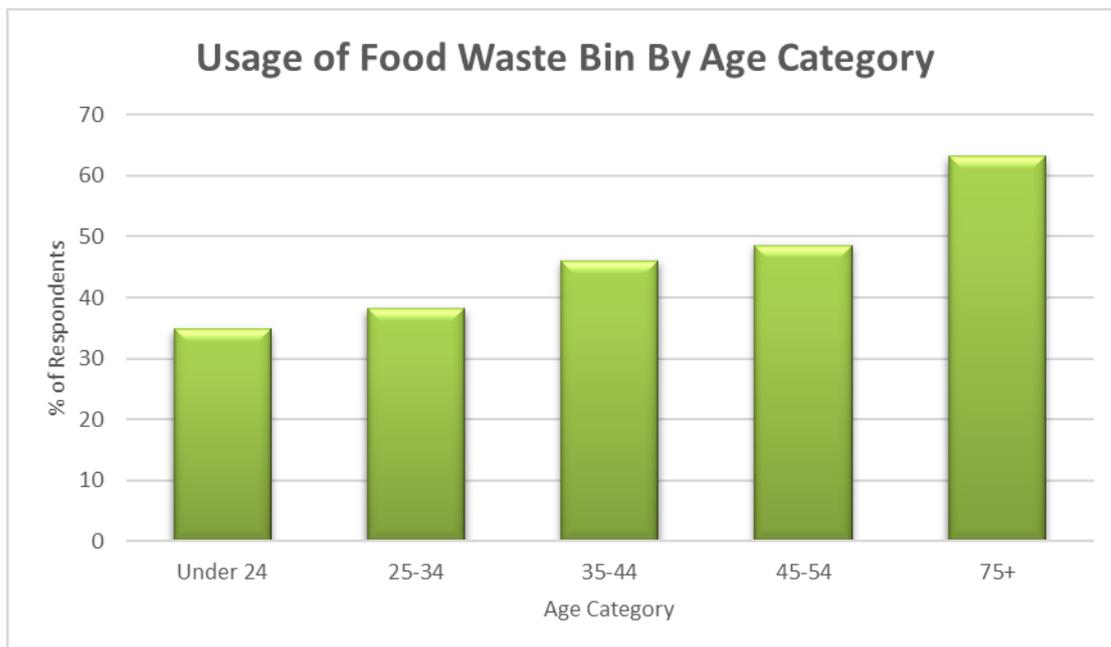
Of all focus group participants, a majority expressed interest in an increased provision of glass recycling bins. Respondents and participants were particularly concerned about the distance that needs to be travelled from their home in order to reach a glass bin. Participants from the focus groups expressed concern for the elderly, disabled or those with limited mobility in accessing glass recycling bins.

Food

Ratio of bins	<i>"The ratio of the different bin colours in our street is wrong. Currently it is 15 Black, 3 green, 1 purple and 1 blue. This suggests the Council expects most rubbish to be in the landfill category and means that a black bin is the colour most-readily reached by most people. Many people are reluctant to walk any distance so it all goes into the black bins."</i>
Glass bins	<i>"Glass bins not close with the other bins."</i>
Food bins	<i>"Not sure where nearest food waste bin is."</i>

(Figure 3.7.2)

The graph below shows the difference between age groups with using the food waste bins specifically.

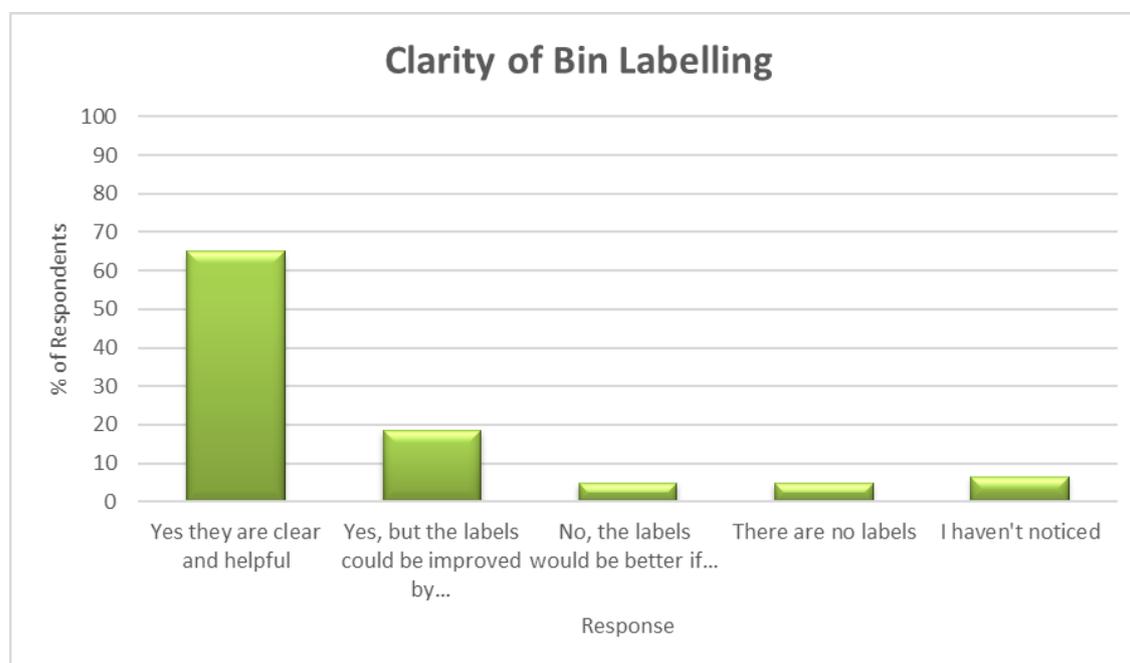


(Figure 3.7.3)

The younger age groups are using their food waste bin much less than the older age groups. Just under twice as many over 75 aged respondents (63%) are using their food waste bin in comparison to only 34% in the under 24 Category.

3.8 Communications and signage

The question below was designed to better inform clarity of labelling on bins and to give respondents an opportunity to give their opinions, comments and suggestions for how they would like to receive information.



(Figure 3.8.1)

The results show that the majority of respondents find the labels on the bins clear, useful and helpful to help them understand what goes in each bin.

Further analysis from the focus group revealed that participants seem to have concerns about contaminating the bins with the wrong waste, in particular plastic.



Participants were particularly interested in receiving more information on the specific plastics that could get recycled.

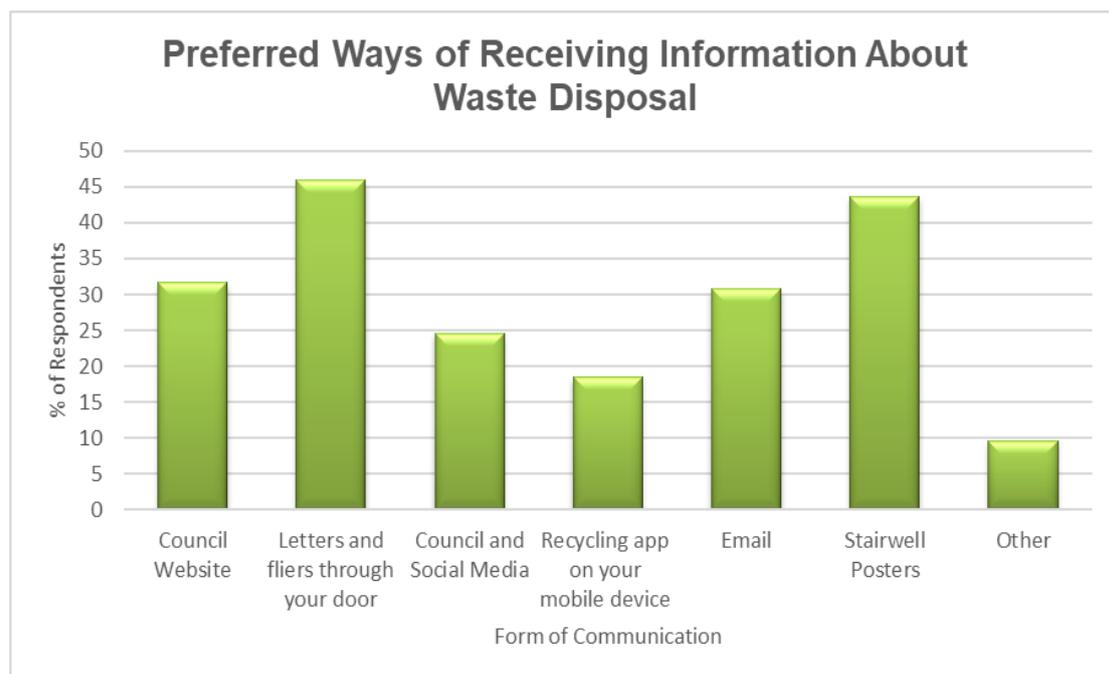
Many focus group participants were wary not to contaminate the mixed packaging streams. However, it was noted by some that as a result of being wary, they were often filling their landfill bins too much. **Participants expressed a desire for more visual signage with 'dos' and 'don'ts' on the bins themselves.**

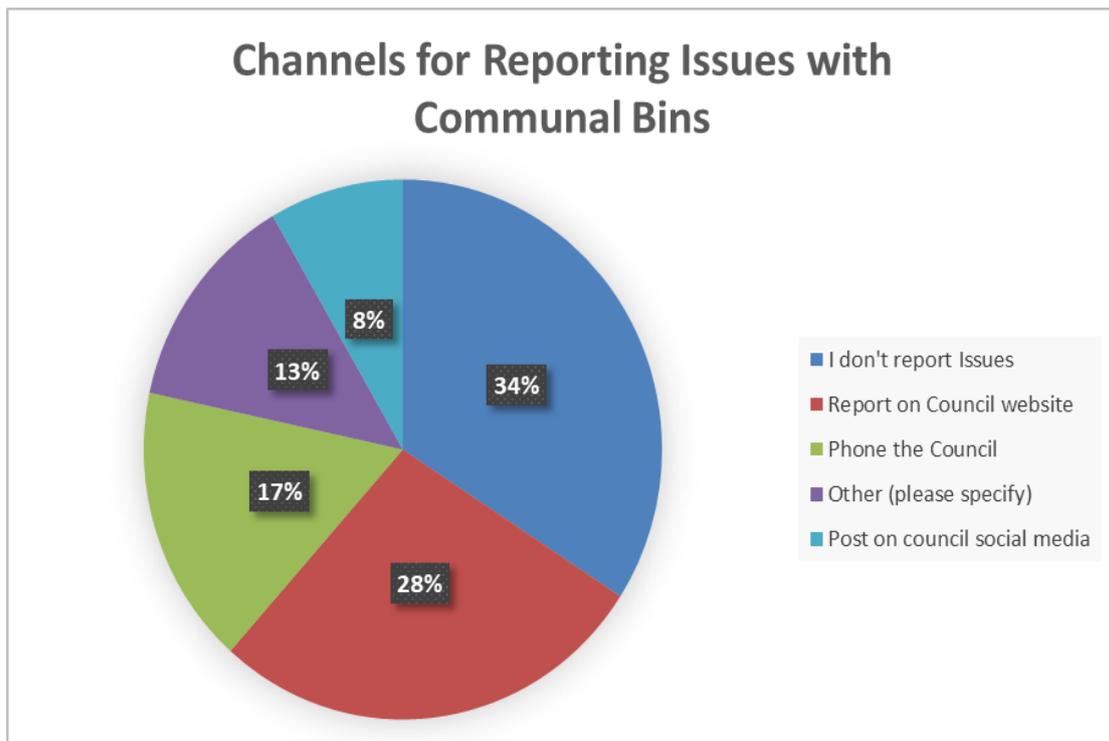
The following comments express more detail about information desired by survey respondents on recycling:

Theme	Comment
Pictorial Information	<p><i>“The labels are pretty clear. A few big pictures or very large lettering may help those people who don’t want to study the detail info”</i></p> <p><i>“Larger words and pictures and or for plastic: the triangles with the numbers in them that are accepted.”</i></p>
Clearer Instructions	<p><i>“I think it needs to be clearer that recycling should not be bagged before being put in the bin.”</i></p>
Posters	<p><i>“I think every flat or communal stair should have a leaflet or poster outlining what every bin takes”.</i></p>

(Figure 3.8.2)

The chart below depicts survey respondents preferences on how they receive their information. Respondents were still keen to see the usage of traditional forms of communications such as fliers (46%) and posters (44%).





(Figure 3.9.1)

Frustration was expressed by both survey respondents and focus group participants on the difficulty in contacting the council to report issues and attributed this as a key reason for why they don't report issues. See comments below:

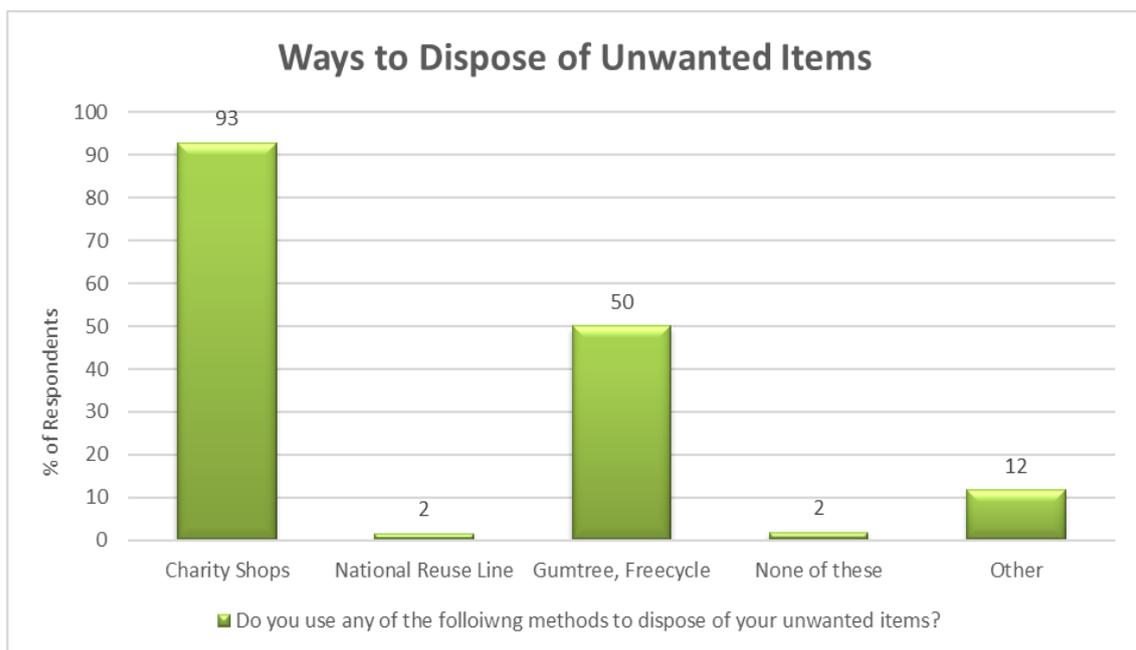
Theme	Comment
Frustration	<i>"I find it very frustrating that despite regular reporting, no long-term changes are made by the council. I would expect that if I report a bin as full every week, either a second bin is put up, or the present bin is emptied more frequently."</i>
Website	<i>"I've tried reporting overflowing bins through the website, but not all bins are actually included on the map." "However reporting on website doesn't always work. We have a food scraps bin missing it's lid for over 5 weeks now, I reported it and nothing happened."</i>
No response	<i>"Have reported overflowing bins numerous times on website, no response or action. Management company had to intervene."</i>

Facebook	<i>“Private message on Facebook. Have been very helpful when used previously.”</i>

(Figure 3.9.2)

3.10 Re-use behaviours

The majority of survey respondents use mainly charity shops to dispose of their other unwanted goods. **Only 2% of survey respondents were found to use the National Reuse Line.**

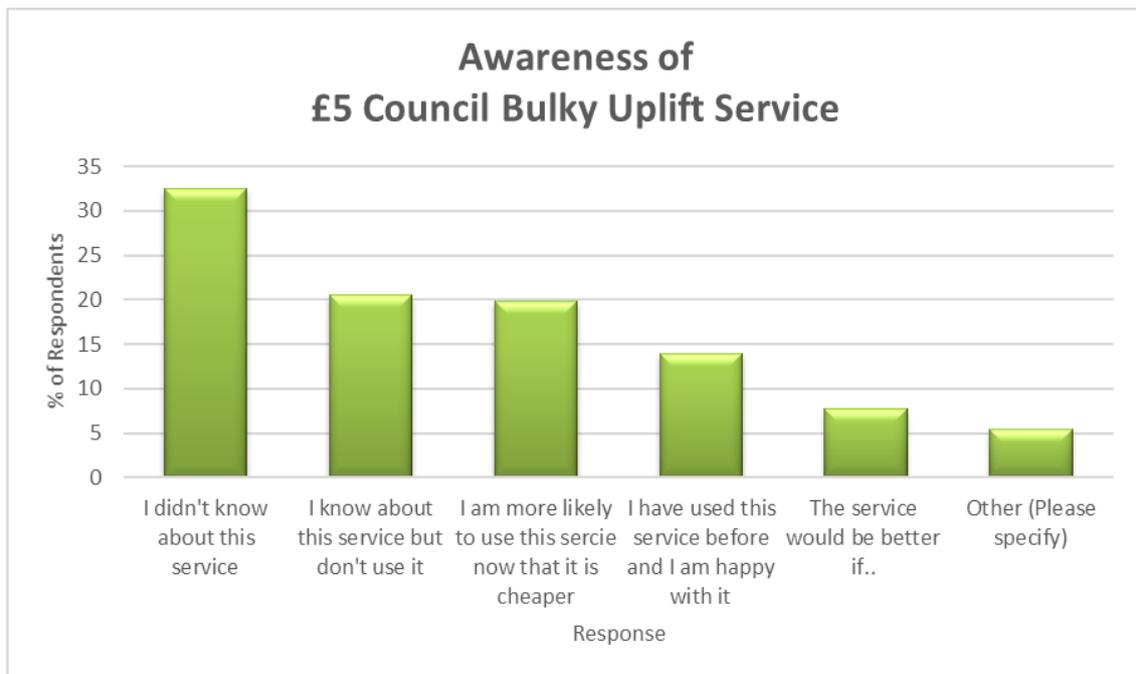


(Figure 3.10.1)

From the focus group discussions, many participants were not aware of the National Reuse Line. Most instead used commercial services such as Gumtree, Facebook and Ebay. These options are seen as popular, well known and reliable services.

3.11 Bulky uplift service

As reflected in the graph below, most survey respondents were not aware that the service existed, **those who were aware of the service (20%), however, made positive comments about the reduction in price to the service.**



(Figure 3.11.1)

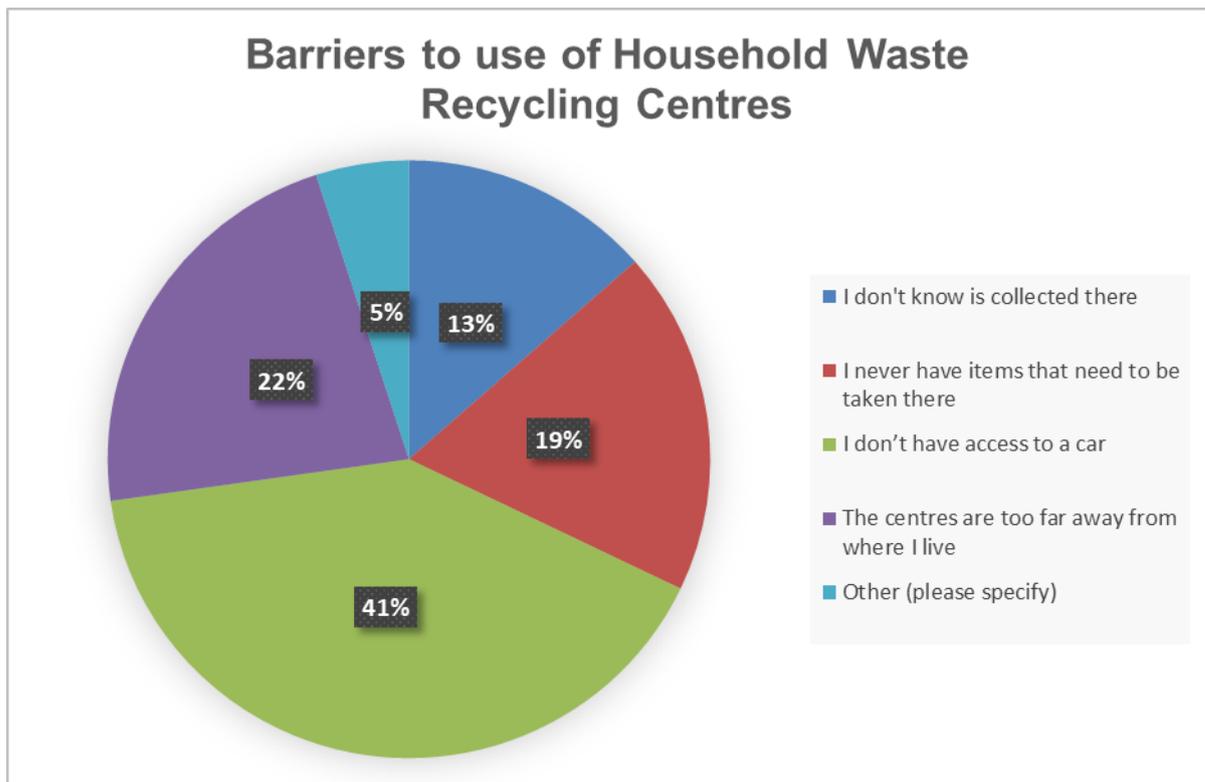
Comments from survey respondents on the bulky uplift service included:

Theme	Comment
Positive remarks	<p><i>"I thought it was still £20, happy to see it has been reduced"</i></p> <p><i>"I think it's great but should be publicised more"</i></p>
Ideas for improvement	<p><i>"The more that you can publicise this service the better. Why not make the service free of charge, you may lose some revenue but you may save more in having to deal with fly tipping etc.?"</i></p>

(Figure 3.11.2)

3.12 Household waste recycling centres (HWRC)

The online survey found that only 51% of respondents used the household waste recycling centres (HWRC). The chart below shows the reasons that people don't use the service, with the majority of respondents (41%) not having access to a car.



(Figure 3.12.1)

Further discussion in the focus groups reinforced the results found through the survey and that a lack of public transport to HWRCs also influenced participants decision not to use them. Please note that since the publication of the online survey, Community Recycling Centres were renamed to Household Recycling Centres.

3.13 Public suggestions for improvement of services

The final 2 questions from the survey were: “If you could change one thing about the current system, to encourage you to recycle more, what would it be?” and “If you have any further comments or ideas about waste disposal which haven’t already been mentioned please give them below.” These gave a great opportunity for survey respondents to give their ideas and feedback. The tables below show a sample of the types of suggestions made.

Changes to the current system

Theme	Comment
System redesign	<p><i>“Rubbish chutes with compartments for different types of recycling”</i></p> <p><i>“The waste needs to be emptied more frequently as it is constantly blowing out of bins and down the streets. Also end</i></p>

	<i>of student terms sees so much dumped it's disgusting."</i>
Communications	<i>"Make recycling guidelines very, very clear and easy so even people who can't be bothered to recycle will put some effort into it. Also, it would encourage to see where the waste goes to and is used for."</i>
Quantity of bins	<p><i>"Bigger bins, more reliably emptied. Landfill bins should be much smaller and recycling ones much bigger. At present the message is that recycling is a poor option and not taken seriously by the council."</i></p> <p><i>"Put more bins in more visible places"</i></p> <p><i>"There are recycling bins a short distance from my building but the bins supplied specifically for my building are landfill only. This sends the wrong message for residents."</i></p>
General	<p><i>"Clearer guidelines, more accessible places to recycle more stuff, whether bins, centres, or pick-up. It's better than it was when I moved here 8 years ago. But there is room for improvement.... Above all, a city-wide, better still, national system would be wonderful!!! People don't recycle because they get confused about different systems in different parts of town, different systems in different businesses... Make recycling the easiest, cheapest way to get rid of stuff. There should be ways to tax landfill more, for instance, and a nation-wide system would really make a load of difference."</i></p> <p><i>"Big notices on landfill bins that tell people not to throw obviously recyclable materials in them and the issues with doing so."</i></p>

(Figure 3.13.1)

3.14 Miscellaneous

Other results from the consultation centred around the responsibilities of other institutions, businesses and individuals. Focus group participants called for accountability for their contribution to waste.

During the focus groups, there was concern about the amount of short term lets, students and residents in rented accommodations. Most participants called for further responsibilities to be placed upon the owners of homes to ensure that tenants are given the correct information and resources to recycle properly.

All participants in all 4 focus groups agreed that landlords should be legally bound to provide information to tenants on appropriate use of the waste and recycling services and how to use them effectively.

The word cloud below represents conversations had in the focus groups in relation to other ideas that they felt would encourage the take up of recycling services and reflects the themes from above.



4. KEY FINDINGS

From the results of the consultation, conclusions can be drawn about the opinions of residents towards their recycling services and how they use these services currently. The key findings directly relate to the aims and objectives of this report and provide the base for the recommendations. These findings will help to inform CEC to improve the services and thus support The City of Edinburgh Council in their mission to reduce waste and improve communal recycling services across the City of Edinburgh.

KEY FINDINGS

Most residents would like to recycle more than they currently do but they don't due to lack of knowledge and resources

There is public desire for more recycling bins to be installed in their local areas.

- The ratio of landfill bins to recycling bins were felt to be imbalanced. The installation of more bins would encourage positive recycling behaviours. (more glass and food bins were particularly called for)
- Overflowing bins was a key barrier to people recycling
- Storage within flats was a key barrier to people recycling

More and improved signage using images and pictures would encourage more recycling.

- Respondents and participants living in tenements showed a desire for more information in stairwells and public areas
- There is not enough readily available information on recycling correctly
- More “do’s” and “don’ts” (Particularly the types of plastics that can and cannot be recycled)
- More visual signage including stories and encouragements (particularly the recycling journey)

Food waste recycling was the least recycled material out of all materials surveyed. This is due to the design and access of food waste bins and a lack of awareness on why food waste recycling is beneficial.

- Many households don't have food waste caddies.
- Residents unaware that they don't need to use bio bags. This could encourage more food waste recycling.
- Food waste bins are seen as unhygienic and unpleasant to use.
- 16-24 year olds least likely to recycle their food waste.

Residents are engaged with activities for reuse and waste prevention, however there is a lack of awareness on related services available.

- Respondents and participants were happy with the bulky uplift service and would like to see it advertised further to encourage use.
- Respondents and participants tend to use charity shops and other commercial avenues to dispose of their larger household items.

5. RECOMMENDATIONS

From the results of the consultation, Changeworks has concluded the following recommendations to fit the aims and objectives of this consultation and to help CEC reach their target of 70% of recycled material by 2025.

Recommendation	Justification	Resource required to action recommendation	Impact on Recycling Behaviours
Food Waste Services			
Create food recycling communications campaign targeting 16–24 year olds	This age group appears to be the least engaged food waste recyclers.	Medium	High
Install more food waste bins per capita	Food waste recycling is 44% lower than package recycling and distribution of bins is a key factor to ease of access.	High	High
Provide food caddies to all Edinburgh residents and further promote their availability to residents.	Respondents and participants do not have food waste caddies to enable them to recycle.	Low	High
Improve design of food waste bins to improve resident experience of food waste bins.	Bins are seen as “unhygienic” which leads to lower usage (i.e. lids which are often covered in dirt need to be lifted to be used). One	Medium- High	Medium

	example would be adding a foot mechanism to the food waste bins.		
Bin provision			
Decrease number of landfill bins and increase number of recycling bins	Recycling bins are perceived as not being as accessible as landfill bins. Residents will be more likely to use the most readily available bin.	High	High
Install more glass bins	Glass bins not seen as plentiful enough or accessible by majority of residents.	High	High
Increase frequency of collections	It has been reported that bins are overflowing regularly	Medium	High
Provide recycling bins closer to residents' houses	Easier access to recycling facilities has been requested	Medium	Medium
Communications			
Create more visual signs for bins	Visual aids are regarded as useful and engaging to encourage residents to recycle.	Low- Medium	Medium

Provide stories of the recycling journey for the bins	This would empower people to believe that they are making a difference.	Low- Medium	Medium
Large scale advertising to communicate CEC recycling services and how to access and use them.	To reach more people with various access to different forms of communication platforms	Low- Medium	Medium
Communicate ideas on storage solutions for small flats / tidy looking solutions	Space inside homes is a significant issue	Low	Medium
Improve the communication channels for residents to contact CEC.	It was felt that it was difficult to contact the council and that it wasn't easy for residents to make opinions or experiences heard in a way that would action change.	Low	Medium
Make efforts for further consultation with the public for improvement of services	It was positively received to be a part of the consultation process. With valued opinions comes further investment and utilisation of the services.	Low	Medium

6. CONCLUSION

A significant finding from the consultation which **engaged a total of 3339 Edinburgh** residents, was that people valued being consulted on an issue such as waste and recycling. There is a desire to see improvement of the service and to see recycling improve across the city. Further consultation to achieve a wider reach across the City would be beneficial. Food waste was the worst performing material for recycling and so this should be considered an area of focus for improvement by CEC. Once key challenges such as resources (i.e. bin provision), communications (i.e. labelling) and servicing of bins (i.e. collections) is addressed, there is significant potential to see an improvement in recycling rates and a decrease in waste to landfill across the City of Edinburgh. This consultation has also demonstrated that public consultation on key public services such as waste and recycling is considered a positive exercise not just for practical improvement ideas, but also as a public engagement exercise. It is additionally recommended that any further opportunities for public consultation is identified and utilised where possible.

7. APPENDICES

7.1 Communications Plan

- **Websites and social media** – the survey link will be promoted through both Changeworks and the City of Edinburgh Council website pages and social media channels, including Facebook, Twitter and Instagram. A list of other relevant organisations on social media or with a suitable website is also being identified and where possible they will be encouraged to share the survey link with their followers. Several posts and reminders will publicise the survey throughout the survey duration, including sponsored Facebook posts targeted using postcode data which should extend the reach beyond usual Changeworks audiences.
- **Changeworks mailing lists** – Changeworks will circulate the survey link to their relevant mailing lists that are available according to Changeworks Data Protection and Marketing policies, such as the Too Good to Waste e-bulletin readers (762 people). A 25% response rate from Changeworks' own mailing lists could be anticipated. This is based on previous newsletter open rates and response rates to evaluation surveys, but may be less than 25% in reality depending on the number of readers who live in a flat. Two reminders of the survey will also be sent to these mailing lists at suitable time durations.
- **Mailing lists owned by other organisations** – Appropriate partner organisations that have contact with Edinburgh flat-dwellers will also be approached to circulate the survey to their mailing lists. A diverse set of mailing lists and Edinburgh organisations will be contacted (e.g. not just waste related) to ensure a wide range of respondents. This will include religious and community groups. It also includes a number of contacts in various departments at CEC (shared with Changeworks by Cori Burnett) who have agreed to announce the survey to their own mailing lists. All avenues and mailing lists will be explored to achieve maximum return on the survey. Any mailing lists will only be used when permitted according to Changeworks Data Protection and Marketing policies, and budget constraints. In most

cases only one reminder will be issued to the external mailing lists throughout the survey duration as more than one reminder may strain relationships with the mailing list and the list owner. It is not possible to specify an expected response rate for external mailing lists as Changeworks is typically unable to confirm the size of such lists or how active they might be.

- **On street engagement** – the survey will also be conducted on doorsteps, on street or at an event information stall by appropriately trained Changeworks Waste Wise Volunteers and staff. This in-person surveying would be undertaken in targeted areas identified as having a large proportion of flatted properties and/or having particular issues with the communal bin recycling service. The survey used will be the same as the online version.
- **Telephone** – where Changeworks has relevant telephone lists which are available with respect to Data Protection and Marketing Policies, individuals known to live in flatted properties will be contacted by phone to complete the survey in this way. This may be useful in gathering the views of individuals who are not able to complete the survey online.
- **Community advertisement** – the survey will also be publicised by poster and flier at key community centres such as libraries, sports centres etc. In some target areas posters will be placed on communal waste and recycling bins. Volunteers will be recruited to help with distribution of posters and fliers. For more information see communications plan in Appendix A

	Landfill Bin	Mixed packaging Bin	Paper Bin	Food Bin	Glass bin
Paper	19.16% 227	37.13% 440	41.52% 492	0.08% 1	0.08% 1
Cardboard	12.16% 144	80.66% 955	5.49% 65	0.08% 1	0.00% 0
Plastics, bottles, pots, tubs and trays	17.58% 208	79.54% 941	0.25% 3	0.08% 1	0.59% 7
Cans and tins	20.05% 237	77.92% 921	0.17% 2	0.08% 1	0.17% 2
Glass	17.74% 210	2.45% 29	0.00% 0	0.00% 0	74.75% 885
Food scraps	60.37% 716	0.42% 5	0.00% 0	37.52% 0	0.08% 0

7.2 Focus Group Topic Guide

Aims of focus group

- ❖ To gather information about:
 - Edinburgh residents' feelings towards and opinions of their communal recycling services
 - Edinburgh's residents' feelings and opinions about the facilities for waste disposal and recycling
 - Ideas to improve the services provided

Key Questions from the Council

- What are the STRENGTHS of the current service? What would you like to keep the same?
- What are the WEAKNESSES of it?
- What MORE would residents like to see to help them recycle more?
- Do residents understand HOW to use bins (e.g to make sure food waste is wrapped, to avoid use of black bags, to present recyclable items loose etc.?)
- Do residents understand how to dispose of bulky items?
- What alternative disposal routes do residents use for any of their waste streams (including special uplifts, private contractors, Community Recycling Centres, charity shops etc.)

INTRODUCTION

10 Minutes

Introduce:

- **Yourself**

- **Changeworks:** is an environmental charity which works in collaboration with organisations, community groups and individuals to reduce carbon emissions, waste and fuel poverty. We support businesses and individuals to live and work more sustainably. We've been operational in Edinburgh and further afield for 30 years. I work within projects department who work on behalf of the council to help gather information and deliver projects such as this one.
- **The project:** Council funded and supported by volunteers. Working on behalf of the council to help them to understand perceptions, behaviours, attitudes and opinions of the CEC waste and recycling service with the aim of improving provision.
 - **Part 1** online survey to gather primary data / info
 - **Part 2** Focus Groups to gather more in depth data
 - **Part 3** Analysis / suggestions put forward to council
- So far we have had quite lot of interest in the project and had 2707 eligible responses from the survey.
- We have had 892 people responding to come to the focus group, so as you can see this is a popular topic and one that people are keen to give their opinions about.

About the Focus Group

Housekeeping

- The focus group will last around 2 hours
- Confirm arrangements in the case of a fire, describe where the toilets are, and ask people to put their phones on silent.
- It is anonymous and confidential – we will not pass on your name, personal details or contact information to any third parties including CEC unless with your prior consent.
- We are simply here as information gatherers on behalf of the council and therefore cannot speak for the council. We will not be able to make any promises or guarantees of any changes to the services but we do take responsibility for passing on your feedback and comments from today as accurately as possible with recommendations for improvements.

Content

- We would like to hear about your thoughts, feelings, opinions and how you use the communal recycling services.
- We have split the time into 4 main sections ;

1. Opening Statements
2. Review of Recyclable Materials
3. Disposal of other items
4. Usability of bins

There will be an opportunity for everyone to give their input throughout the time. You will have an opportunity to add anything else we have not covered at the end.

- Please try to stick to the topics of the waste and recycling services as we are not here to discuss other issues you may have with any other council services.
- We will be discussing both the waste and recycling services this includes the large landfill bins and the colour coded recycling bins. If we are particularly discussing one or the other or both we will let you know at the start of the question.

- There is no right or wrong answer; we are simply interested in your opinions and views. Please answer as honestly as you can. This is a completely impartial and non-judgemental environment.
- Is that all ok?
- Refer to group agreement on the wall and achieve consensus on it.
- Thank you for agreeing to take part today.
- Finally, is it ok for me to record the focus group? This is to ensure we have a record of what has been said but will only be used internally for our own records, to make sure we capture all your ideas and will not be shared with any other organisation.

QUESTIONS

Background of attendants

10

Minutes

Ask participants to introduce themselves:

- Name
- Approximately how long have you lived in a property that uses a communal bin in Edinburgh?
- Why have you chosen to attend this focus group?

Activity 1

25

Minutes

OPENING STATEMENTS

Usability : Location / number / style / accessibility

Cards will be placed on the table with the following statements ; attendants will place a coloured sticker on each one to indicate to whether they agree, disagree or neither to each question.

Encouraging conversations along the way.

Discussion around each card afterwards. Opportunity to feedback and give reasons.

Thoughts:

1. I recycle all I can
2. I could do more recycling if I had better resources
3. I don't recycle because I don't know what goes in which bin
4. The system needs improvement
5. I need more information
6. I believe recycling is important
7. I don't believe recycling I important
8. I just use whichever bin is convenient
9. I recycle my food waste separately
10. I recycle my packaging separately

Resources:

1. The bins in my area are adequate for our needs
2. The bins don't get emptied enough
3. The bins in my area are too far away
4. The bins are always full
5. The bins look nice and are easy to use
6. The bins are not big enough
7. There are not enough recycling bins in relation to landfill bins
8. The bins are broken / do not work properly
9. I don't have enough space to separate all my waste in my house
- 10.

Questions to consider

1. *What (if anything) prevents you from recycling glass?*
2. *What (if anything) prevents you from recycling food scraps?*
3. *What (if anything) prevents you from recycling mixed packaging?*

Activity 2

25

Minutes

CONTAMINATION / REVIEW OF RECYCLABLES:

Individuals go around and write down their current knowledge on the following :-

How confident are you that use the right bins?

1. Have a picture of each bin and write down on paper what can go into the bin.
2. Have a picture of each bin and write down on paper what can't go into the bin.
3. List of common culprits to discuss to see where people would put them – group discussion.

Contaminant Items : crisp packets, wrappers, tissues, plastic bags, dirty packaging (not washed), nappies, polystyrene, juice pouches, plastic film (food products),

Common Culprits : cleaning bottles, shampoo bottles, tin foil,

Questions:

1. Do you think you neighbours understand HOW to use bins (*e.g. to make sure food waste is wrapped, to avoid use of black bags, to present recyclable items loose, etc?*)
2. Do bins in your area contain items they shouldn't? What sort of contaminants do you often see?
3. What would motivate you not to contaminate if you do so in the knowledge of it being wrong?
4. Do you feel like the information provided is sufficient to know what goes in what bin?
5. Are you and people around aware of what happens if too much of the wrong item is in a bin?

DISPOSAL OF OTHER ITEMS

20

Minutes

Free Discussion

Questions

Do you know of the services available to you to dispose of larger items?

Have you used them?

What could be done to make it easier for you to dispose of bulky items like furniture?

Do you think that enough people know about the services available to them for bulky uplifts and do you have any suggestions for how people could use them more?

If there isn't enough space in your nearest bins for you to recycle or dispose of your waste, what do you do next? Leave by bins/report to council/take to another nearby bin/take it home and wait

Would anything else help you to dispose of larger items?

DESIGN / USABILITY OF FACILITIES

20

Minutes

A creative idea session for your ideal recycling service

After talking through the barriers and criticisms of the recycling systems I want to think positively about a service that could work.

Give 2 extreme circumstances :

- e.g.
1. Having specific colour coded bins for your house to match the bins outside
 2. Changing the foot pedal on the bins
 3. or an Extreme example such as ...

Write a list of questions on the flipchart paper to instigate ideas :

- **Location / Number**
 - Would less landfill bins encourage more recycling rates?
 - Would landfill bins located further away from recycling bins increase recycling rates?
 - Would you prefer more segregation of items in each of the bins?
- **Style / accessibility**
 - Do you find the size and shape of your recycling bins easy for you to use? Leading question to find info about (E.g. awkward shaped flaps, overflowing issues)
 - Does the design of the bins need to be improved?
 - What information (if any) would you like to see on the bins? – free talk

Use a structured approach to instigate creative feedback :

4 pieces of flip chart paper : post – its to write, draw, brainstorm ideas.

Headings

Physical appearance / functionality ; Services (incl location) ; Communications (incl information) ; Other e.g. incentives etc.

Questions

1. Would you find it useful if every area in Scotland had the same recycling bins (a consistent recycling system throughout Scotland)?
2. How would you feel if there were more recycling bins for different materials introduced into your area?

Last thoughts / Extra Comments

10 Minutes

Thanks you for your time and feedback

Extra info / notes for leader

7.4 Full Feedback from Focus Group Activity 4

Eric Liddell Focus Group, Thurs 23rd Nov 2017

Services and Resources

- More frequent pick ups
- Empty bins more frequently
- Individual 'stair' recycling bins? But space is an issue...
- Clean bins more frequently
- Frequent service and fewer bins on the street. I would not want a bin in front of my flat. Even though I believe in recycling.
- Supermarket carpark must provide bins by law
- The food waste bins must be placed in every street – ideally next to other bins. There are too few around. People reluctant to walk a long way with a bag.
- The service needs to be managed better. There should never be overflowing bins.
- Full complement of various recycling bins in more locations instead of more bins
- Clarity over who to contact with questions/complaints

Physical Appearance/Functionalities



- Above – ‘Recycling and waste centre – reduce your footprint – information about all aspects of recycling’
- The lids need to be brighter/more obvious
- They would all have to be emptied properly and regularly and kept clean
- Improve the bins. Edinburgh’s image is being destroyed
- Clean bins (more regularly) make them more attractive. More bins – not bigger bins
- The bins need to be ‘key coded’ to prevent use by people who shouldn’t use them
- Some people find handling food waste repulsive. Possibly a system which looks to clean it up?
- Smaller more modern bins? Bags like the New Town. Better design of food waste bins to fit bags better.
- Dirty!
- Physical appearance – ugly and unsanitary. The number and variety of bins could be reduced to black landfill – green top mixed recycling, purple top glass recycling and food waste. This covers everything and would reduce street clutter. BUT...foodwaste bins must change design – needs to be easier to drop bags in and cleaner bins. The mixed recycling bins need to be emptied more often. Sometimes the lid is unlocked and too much stuff is put in – lid then flaps open and stuff blows around the street.
- My ideal service would be a reversion to the older system in which all household waste (apart from food waste) went into a single bag/or bags put onto street for collection at regular intervals. HOWEVER – the variant from the old system would be that a large and fully manned ... be established at the receiving end - financed by a combination of council tax and a levy on food packaging/retailers (and a perhaps even separately on the consumer). This facility would be fully equipped and staffed to sort and distribute the recycling – is this technically a politically feasible? I don’t know.

Communications

- Info on recycling in stairs – notices put up and regularly revised
- With council tax all updates plus reminders about what goes where
- Apps
- Focus on landlords – requirement for HMO prominent posters; service for removal of bulky items; penalties for flytipping
- Communication is a two way thing – it should be much easier to report problems to CEC and more information re recycling needs to be imparted to tenement dwellers emphasising the particular needs and requirements of living in a tenement!
- Detailed fridge magnet for sale via schools with information about: what can be recycled; bulky uplift; environmental wardens; contact information
- A ‘recycling officer’ available to contact if you need help/advice and also to regularly oversee recycling situation/state of bins in a certain area
- More information on bins – use this space for clarifying what goes in bins – what not etc. Some positive information on what happens with the recycling in Edinburgh. Contact info for people that need help/advice re recycling.

- Get together with other councils and make a film showing recycling from beginning (lets see who sorts stuff out) and what gets done with the 'new' product – education for students and conditions put on landlords
- 'Cleverer' communication about waste collection and recycling – not necessarily too detailed, indeed more concise information
- Use of Twitter to report bins/flytipping; flyer in with council tax letter; enforcing landlords to inform tenants on what's available
- Permanent posters in each stair or on bins with council contact/service info
- Info on where the mixed recycling goes and what it is used for
- Focus on requirement for HMOs and short-term lets to display rules of recycling as part of conditions for licensing

Other

- Government level targeting and legislation to reduce packaging
- Method for recycling and waste staff to receive positive feedback (the people maintaining my bin seem to be particularly conscientious)
- Local recycling ambassadors?
- We need to attend to those who want to introduce a CITYTAX. Part of this tax should be allocated to keeping Edinburgh beautiful – a better quality service better quality bins
- Garden waste?
- Communal bins for each stair?
- CEC to be more bold in enforcing its own regulations and not ...from levying fines against businesses (and individuals) fly-tipping and using public bins

Southside Focus Group, Tues 28 Nov 2017

Services and Resources

- Council provide recycling bags – pmd/paper etc.
- 'ice cream van/rag and bone man' – bi-weekly van with bell Gran community recycling centre – electronics, timber etc.
- 'no parking' zone for bulky items. No time wait wait
- More frequent emptying and regular cleaning of bins
- Operators to be encouraged to report broken and dirty bins

Physical Appearance/Functionalities

- Simple clear instructions on bins. Make them bright and clean. Keep them clean. Purpose as well as colour on lid
- Half the size but emptied twice as often.
- Less flammable!
- Openings on food waste + green bins are inadequate
- Better labelling – bigger, clearer multi-lingual? /good pictures
- Images on bins relating to their function – esp food waste could show warm houses and healthy fields – end use!
- Bigger opening

Communications

- Intense campaign across media. Clear consistent posters afterward. Splash page on council media. Support all primary Eco-schools campaigns. High school assemblies. In all tourist literature. Free downloadable(?) map with locations and rules
- Youtube ads – bus ads Posters! Better info on bins
- An app – recycling wall planner
- Encourage local businesses to use more recyclable packaging
- Education – all pupils could have visits to recycling plants – some could spend a day with the bin men/women
- Posters – in tenement stairs – where +what, bulky
- An app that tells you which days what is being picked up etc
- U-tube adds
-

Other

- Make example of flytippers/commercial dumpers – finer cost related
- Directions signage – ‘200m’ to glass recycling ‘next bin 50m → if this bin is full’. Paint on pavement

Changeworks Focus Group, Thurs 30 Nov 2017

Services and Resources

- Bulky items pick-up should offer the option to pick up from the flat (potentially at a higher price)
- Residents should have the option to get or buy recycling bins/bags from the council, for storing their recycling in the house, before it's taken to the bin
- Research must have shown approximate generation of types of waste by a household e.g. tenement flat. Therefore allocate appropriate number and types of bins locally. ?Prison offenders to help with litter street cleaning as part of rehabilitation reform
- Info re what happens to items when they are recycled – a video
- Reinforcement at schools, children educating parents
- Resources to help with storage of recycling in home e.g. colour coded bins or bags (something which looks better than corner filled with boxes, packaging etc.)
- Info sent out with council tax bills etc.
- Bin emptying schedules – public should be informed so they feel waste is being managed properly. Provide open days + school +business visit to council waste sites – see first-hand how waste is managed – make video
- More coordination on timing for mobile pick up of e.g. food waste minimising poor hygiene
- More rotation of bins/waste types e.g. Tuesday 2 x weeks paper – 2 x weeks plastic Thursday metal
- Put recycling bins on street next to landfill – don't make it an extra journey
- Council to provide/sell in home recycling bins to facilitate sorting of waste

- Large/bulky/electrical items ‘amnesty’ weekends in city centre. Community recycling centres not accessible w/out a car/being able to drive
- Bulky items – collection from flats not roadside (issues w/ability to take items downstairs on your own)
- Notify residents at missed bins if access is restricted – or on the bin
- Bulky items – collection from flats not roadside (issues w/ ability tot ake items downstairs on your own)
- Have collections log issues regarding overflowing or missed bins in specific areas
- More advertising at key fly tipping sites
- Community recycling days
- Put bins of different types together including recycling in licencing and planning permission New developments of flats to move underground bins

Physical Appearance/Functionalities

- Review design/size based on local needs
- Keep bins cleaned/maintained
- More mobile everything! To minimise static pile up
- On the continent bins are subterranean. Potential for all new buildings to incorporate
- Food waste bins – the lid mechanisms is poor – very dirty – very off putting. New design that removes the ‘gross’ factor. Handle that can open a hole on top. More hygienic.
- The landfill bins are almost too large – understand that majority is landfill but if recycling +landfill bins positioned correctly then bins can be smaller. One day maybe recycling bins will be larger!
- The food waste bins should be designed in a way that minimises mess (currently very messy and disgusting)
- Introduce more underground bins, so rubbish doesn’t fly away with the wind
- A child or elderly person should be capable, physically of using / operating a bin. Get design students at local college to design a bin for Edinburgh. Poorly maintained bin and reduced use
- Food recycling: the slot needs to be bigger to allow for full bags to easily go into bin. Food bins need more regular cleaning – usually dirty/[smelly in summer/flyies]
- Larger slots on mixed recycling: bins to allow for quicker deposit of recyclables – rather than ‘posting’ individual items or not being able to put larger items in
- Glass bins – we should be able to put whole bottle (with lids/tops) in (just makes it easier/cleaner if there’s any liquid left in bottle)

Communications

- Find out what groups don’t recycle as much, and target information at them in the most appropriate ways (TV, or newspapers, or social media).
- More positive messaging/campaigning in public places to bin all plastic waste etc.
- More comms distributed at schools to feed upwards to parents

- Public service adverts + programmes on TV, at cinema, Youtube, radio, etc.
- Recycling information should arrive with the council tax bill (by mail)
- What happens to waste?
- Polish recycling rates by area to encourage participation
- Incl. info in all council comms
- Use social media/bus shelters to share info
- Target residents groups to encourage 2 way comms
- Information showing real cost (with day-to-day examples) of savings to council from citizen recycling included in council tax/adverts letters [e.g. 'x' bags of food recycling = salary of teacher]
- Make detailed information available about plastics and which can/cannot be recycled
- Shared buildings should have information in the communal stair
- All landlords + estate agents should hold some responsibility for informing tenants and buyers/owners
- Use mainstream media + pre-existing methods to inform people
- Target comms on difficult issues
- Special website just for recycling. Ireland have just launched one: recyclinglistireland.ie we need this resource so we know
- Maybe videos for social media + youtube etc. video: how to guides, show the waste sites, recycling, landfill, show the impacts!
- Need a lot more info on plastics because plastic is EVERYWHERE
- Communicate cost of noncompliance – improved services elsewhere
- Info on bus stops, posters for stairwells (private owned stairwells as well as for tenants w/ council owned flats) House Assoc

Other

- Start up company to profit from waste/friendly upcycling collection culture like Deliveroo but for collection
- Make businesses liable for having a waste removal contract, so they don't dump waste in communal bins
- Retrospective fines on building factors for inadequate provision/behaviour. Thus incentivising good tenant behaviour (factors should be encouraged to steer tenant behaviour)
- Stricter laws on all new build developments to provide full provision
- Enforce waste mgt by businesses
- Invest in new innovative business ideas that will recycle local rubbish – plastic recycling machines are cropping up – easy to build and easy to use
- Encourage companies to use these facilities and reuse on sit
- Education: Schools, how waste recycled in your country. Occupiers, council tax statement for advertising recycling/waste service facilities. Public, use existing bins/bus stops etc. to encourage more recycling

Stockbridge Focus Group, Mon 4th Dec 2017

Services and Resources

- Need easy access for all recycling types
- Need access for e-waste etc. recycling for those with cars
- Make it easy to report full bins and quickly empty them
- All bins next to each other
- End box collection and move to communal bins (this would stop rubbish blowing all over the streets and mean Air bnb flats could recycle too)
- More frequent uplifts (preferably not at 6am!)
- Consistent uplift system for whole of Edinburgh. In Dean Village for example, bins are uplifted alphabetically, which means the 2 sides of the same street (with different names) are collected
- If recycle bins were in their own area with extra information on signs
- Minimising text info required on bins
- Put all bins together
- More bins on main roads
- Monthly bulky uplift
- Empty recycling bins more frequently
- The only fool proof way to recycle as much as possible is to sort and separate the recyclables from rubbish
- Group all bins together if poss. at end of the road – maybe less chance of contaminated mixed recycling bins
- Empty bins more frequently
- Council website already pretty good info. Perhaps needs to translate onto the bins/locations themselves.
- More frequent emptying of the bins

Physical Appearance/Functionalities

- The slot is too small
- Needs to be easy to empty box/bag of recyclable waste into
- Maybe make recycling bins look *totally* different from landfill
- Opening too small and lid too heavy
- Larger recycling bins and smaller landfill ones
- The current appearance of bins is a blight on a beautiful city
- Coloured bins perhaps as opposed to just coloured lids would make it more obvious what goes where
- Siting of landfill bins – could be undercover somewhere?
- Opening for bins is very high for someone my height (5”1)
- Make recycling bins as large as general waste bins
- Recycling bins – increase lid size
- Fix broken pedals
- Keep up to date info on bins making sure stickers are clear and legible
- Recycling bins must be very different in appearance to landfill bins. Re: colour and size. Graphics must be better.
- Best if all bins are grouped together at the end of the road.
- Regular cleaning of the food waste bins
- Better maintenance of the bins – pedals often broken/lid flaps broken

Communications

- Leaflet with council tax bill so new residents know collection days/what can be recycled.
- Notices on all bins saying what can go in
- Bus adverts pointing out how much recycling saves the council e.g. everyone notice on landfill bin saying that' it will be buried' with a photo of a landfill site
- photos of what to recycle
- An app would be good for alerting people when their collection day was.
- Some system for informing general public: street notices, bus stops etc.
- Pictorial signs on bins – cannot assume people can read at all, or speak English, or that they have access to a computer.
- Current 'diary' (calendar) is a complicated system of coloured shapes relating to different recycling. Whoever dreamt it up should be shot.
- Need education programme:
 - Information In all stairwells
 - Simpler diagrams on bins
 - Information on buses etc.
 - Need a storyline to let people know what is made from recyclable materials → people need to know about the recycling process +what happens when you contaminate a bin with landfill stuff
- Annual update sent with council tax bill detailing services
- Use social media
- Create decent app for smart phones
- *App*
- Promote bulky uplift service in social media
- Yearly/more frequent updates of useful info, what to recycle/what not
- More info on how recycling will benefit Edinburgh/save the council money/lower your council tax bill
- Hints and tips for easier recycling/clever ideas
- Need to know exactly what can and can't be recycled e.g. use the standard symbols: maybe can recycle (picture of arrows with number 1 and 4) but not (picture of arrows with number 9)
- Clear information on bins and elsewhere
- Information for enw residents

Other

- Cash incentives? E.g. pay £x/kg of plastic
- See German system of 'Sperrmüll' for uplifting bulky items (1 day a month).
- More frequent uplifts.
- Fines for flytipping
- BETTER COMMUNICATION (via council tax letters?)
- Monetary incentives/demonstration of how the council will save money
- Promote how waste is turned into new useful items
- Glass recycling money back
- Education in schools promoting recycling and detailing negative impact on environment

Recycling in Edinburgh

This guide tells you about the different things you can recycle from home and which bins to use.



What to put in your bins

The type of bins you use will depend on where you live. You will either use the kerbside service (wheelie bins) or the communal service (on street bins), or you may use a combination of both.

Please don't leave items, including bin bags, next to bins.

Food waste

Grey lidded food caddies and grey lidded communal bins are for recycling food waste. Use them for cooked and uncooked food (they must be bagged in compostable liners, plastic bags or wrapped in newspaper).



Yes please

- ✓ Beans, pasta, rice and bread
- ✓ Cakes and bakery items
- ✓ Dairy items, eggs and egg shells
- ✓ Fruit and vegetables including peelings
- ✓ Meat and fish including bones
- ✓ Fast food, for example chips and pizzas
- ✓ Tea bags and coffee grounds

No thanks

- ✗ Liquids including milk and cooking oil
- ✗ Food packaging
- ✗ Loose food waste

Mixed recycling and packaging

Green wheelie bins, green lidded communal bins and red boxes* are for recycling paper, plastics, cans, cardboard and foil. (*Red boxes are only available to certain properties in the city centre).



Yes please

- ✓ Paper and unwanted mail
- ✓ Cardboard and clean drinks cartons
- ✓ Clean plastic bottles, pots, tubs and trays
- ✓ Clean cans, tins, foil and empty aerosols
- ✓ Envelopes

No thanks

- ✗ Plastic bags, wrappers, crisp bags and cling film
- ✗ Paper towels
- ✗ Plastic plant pots and toys
- ✗ Glass

Garden waste

Brown bins are for garden waste. *From October 2018 garden waste will be a service you have to pay for (£25 a year) and you will need to register and pay online to receive garden waste collections edinburgh.gov.uk/gardenwaste*



Yes please

- ✓ Flowers, plants and weeds
- ✓ Grass cuttings and leaves
- ✓ Hedge clippings, twigs and small branches

No thanks

- ✗ Animal waste and bedding
- ✗ Plant pots
- ✗ Soil and turf

**£25 a
year from
October
2018**

Paper recycling

Blue lidded communal bins are for recycling paper. Where not available, paper can go in mixed recycling bins.



Yes please

- ✓ Newspapers and magazines
- ✓ Unwanted mail
- ✓ Wrapping paper, not metallic
- ✓ Printed and shredded paper
- ✓ Other types of white paper

No thanks

- ✗ Plastic bags
- ✗ Glass
- ✗ Wrappers, crisp bags or photographs
- ✗ Polystyrene

Large items

If you have large unwanted items eg furniture, white goods or mattresses:

- phone the Re-use Line and have a charity collect reusable items for free on 0800 0665 820
- use our special uplift service (**£5 charge per item book online edinburgh.gov.uk/bulkywaste**).

Don't leave any items, including bin bags, next to bins. This is flytipping and it's illegal.

Yes please

- ✓ Mattresses
- ✓ Furniture
- ✓ TVs
- ✓ Washing machines
- ✓ Fridge freezers
- ✓ Carpets

No thanks

- ✗ Household waste
- ✗ Car batteries and tyres
- ✗ Pianos
- ✗ Storage heaters

**Special
uplifts £5
an item**

Glass

Blue boxes and purple lidded communal bins are for recycling glass bottles and jars.



Yes please

- ✓ Glass bottles – all colours
- ✓ Glass jars – all colours

No thanks

- ✗ Plastic bags
- ✗ Light bulbs, glass dishes, broken glass, ceramics, pyrex and window panes

Small electricals, batteries and textiles

Blue boxes can also be used for small electrical items and household batteries. We will also collect textiles as well as glass.



Yes please

- ✓ Small electrical items placed on top or next to the box, for example hairdryers and toasters
- ✓ Household batteries placed inside a clear bag and on top of the box
- ✓ Clothing, towels, clean sheets, pairs of shoes, placed inside a plastic bag
- ✓ Glass bottles and jars - all colours

No thanks

- ✗ Large electrical items, for example microwaves or larger items
- ✗ Duvets and pillows
- ✗ Light bulbs, glass dishes, broken glass, ceramics and pyrex

Recycling centres

Take your unwanted items to one of our three household waste recycling centres at Seafield, Craigmillar and Sighthill. Here are some of the things we accept there. Check our website for opening times.

No trade waste

Yes please	No thanks
✓ Garden waste	✗ Liquid paint
✓ Electrical items, including fluorescent tubes	✗ Fuels (petrol and diesel)
✓ Rubble, wood, timber, MDF and soil	✗ Explosives (fireworks, flares and airbags)
✓ Carpets, furniture, mattresses	✗ Firearms
✓ Cooking oil and dried out paint pots	✗ Fire extinguishers
✓ Toys, clothes and textiles	✗ Diving bottles for scuba-diving
✓ Gas bottles	✗ Poisons
✓ Cardboard, glass bottles and jars	✗ Asbestos or materials containing asbestos
✓ Scrap metal, tyres, car batteries, used engine oil	✗ Biological waste
✓ Non-recyclable waste	✗ Heavy metals (mercury, thermometers and barometers)
	✗ Any commercial or trade waste

Non-recyclable waste

Grey wheelie bins and black lidded communal bins should only be used for any waste that cannot be recycled.



Find out more about recycling on our website edinburgh.gov.uk/recycle



HAPPY TO TRANSLATE

www.edinburgh.gov.uk/its

0131 242 8181

Reference 18-3646

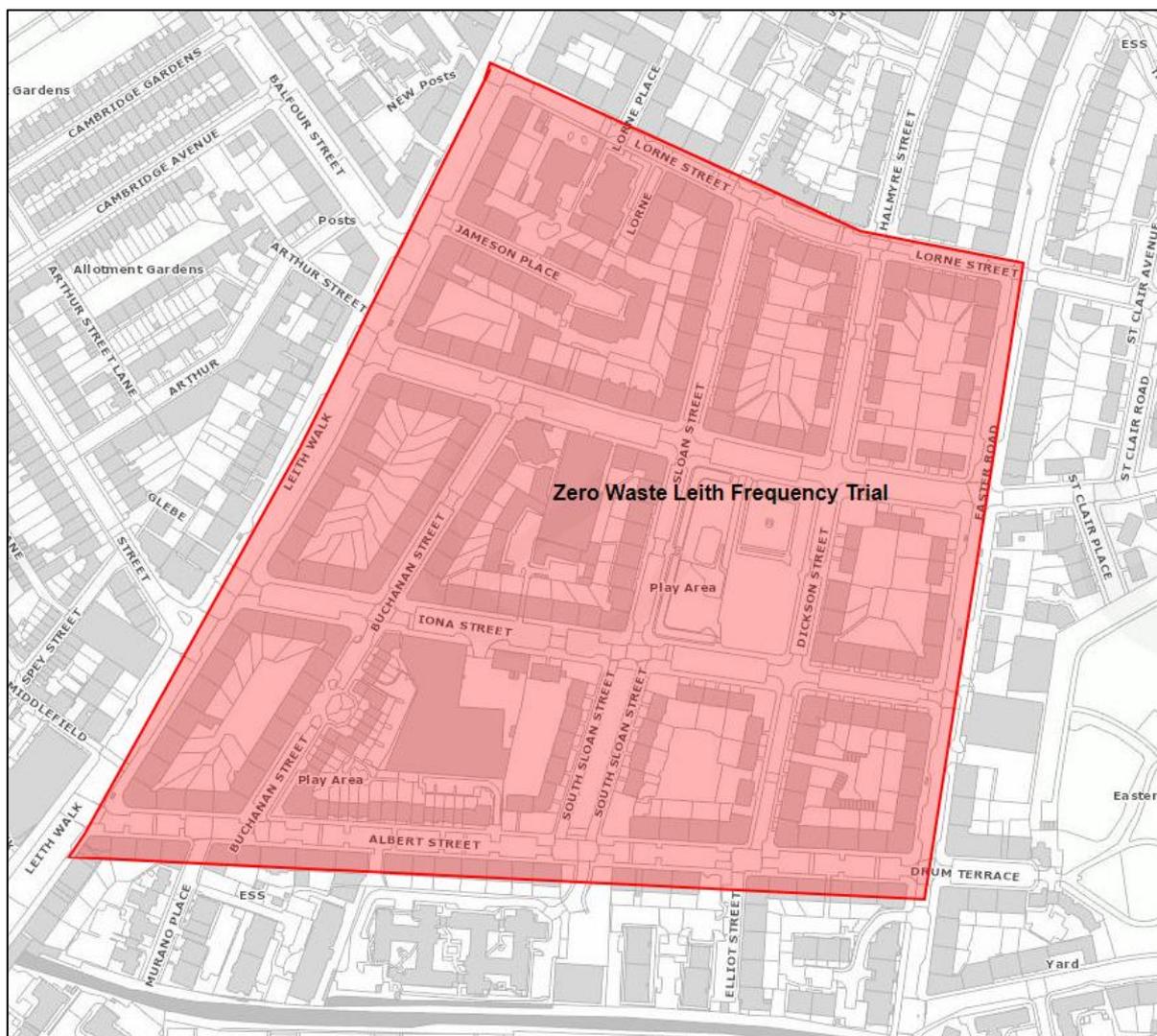
Zero Waste Leith (ZWL) increase frequency trial monitoring Report

Scope

- Assess impact on **landfill bin fill level** increasing collection frequency from twice a week to every other day
- Assess if **fly-tipping** instances are related to overflowing landfill bins
- Assess emerging trends on **residents' behaviour** that affect overflowing bins or fly-tipping instances.

Methodology

The trial took place in the area between Lorne Street and Albert Street including: Lorne Street, Lorne Square, Dalmeny Street, Iona Street, Albert Street, Buchanan Street, Sloan Street, South Sloan Street, Easter Road (part), Dickson Street and Jameson Place.



The trial started in March 2018 for 2 weeks monitoring prior the increased frequency followed by 4 weeks monitoring on every other day collection. Monitoring has been carried out the day before collection. For every monitoring day it has been recorded how full the 196 landfill bins were, if fly-tipping items were present at each location and any other particular situations (i.e. lid missing, car parked in front of the bins preventing collection).

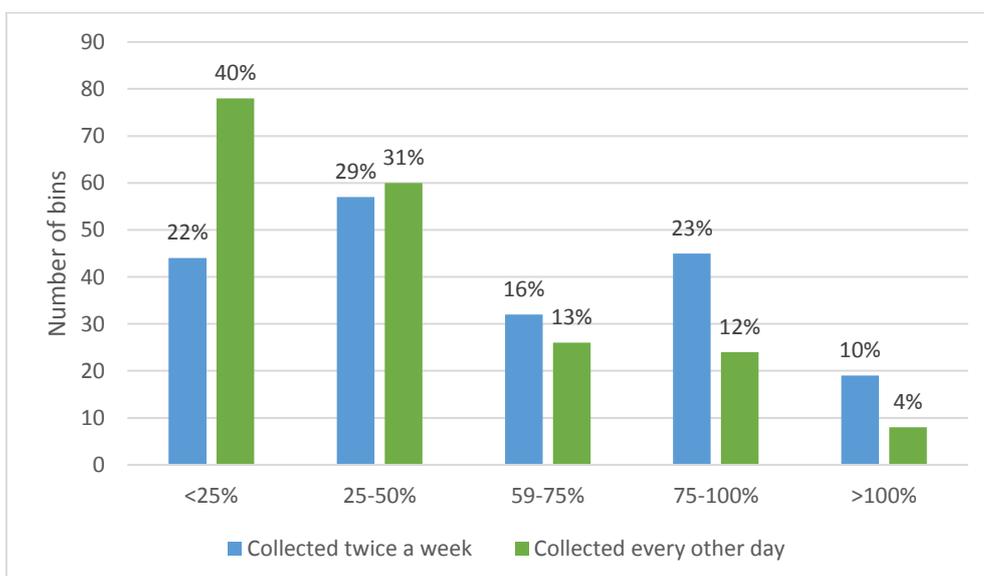
Landfill bins fill level

The monitoring programme results show that:

- the number of overflowing bins decreased on average from 19 bins beforehand to 8 bins afterwards (from 10% to 4% of the total bins monitored) for each monitoring day
- the number of nearly empty bins (<25% full) has increased on average from 44 bins beforehand to 78 bins afterwards (from 22% to 40% of the total bins monitored) for each monitoring day

bin fill level	Twice a week collection	
	number of bins	number of bins (%)
0-25%	44	22
25-50%	57	29
50-75%	32	16
75-100%	45	23
>100%	19	10
total	196	100

Every other day collection	
number of bins	number of bins (%)
78	40
60	31
26	13
24	12
8	4
196	100



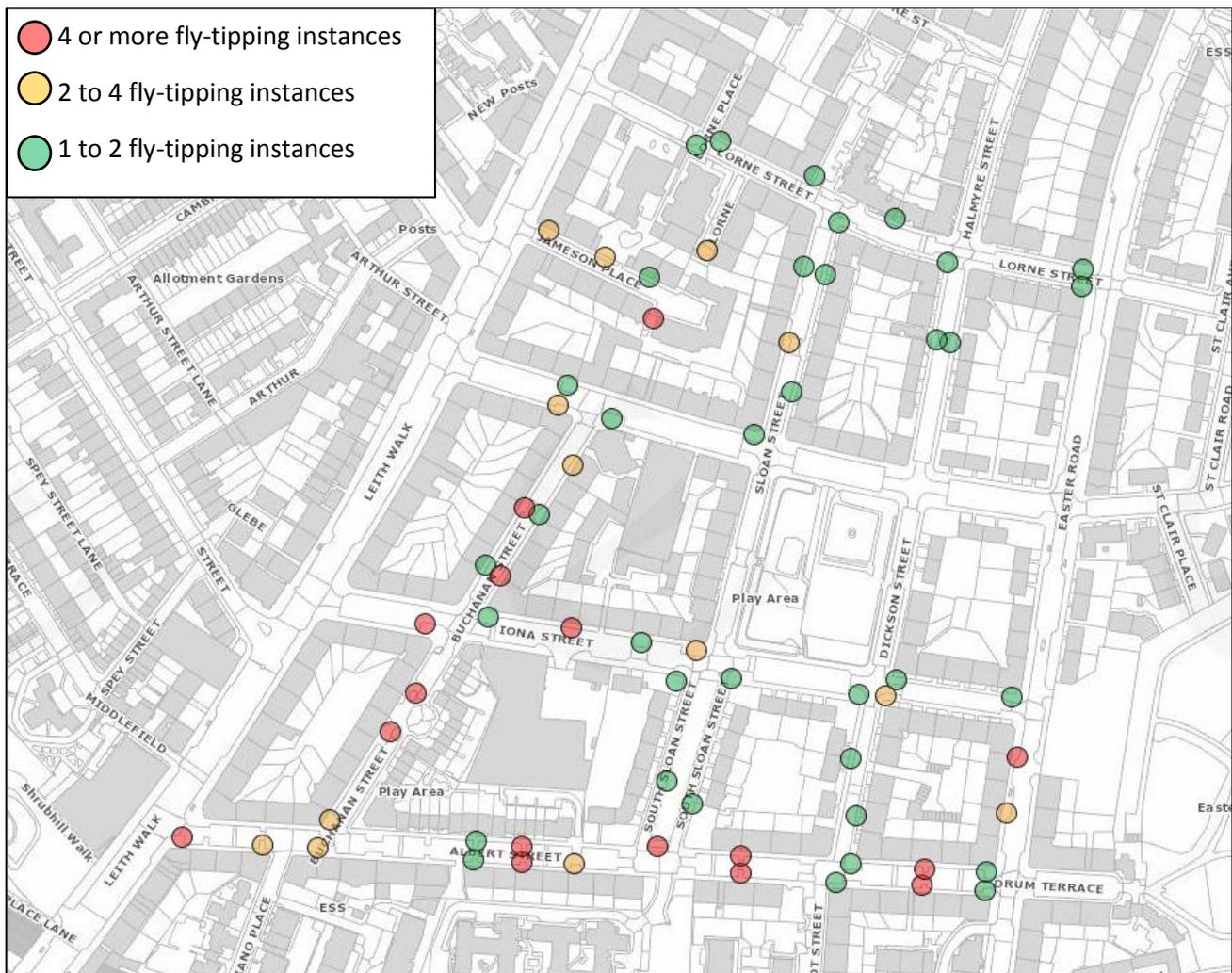
To date there has been 55% increase of 'nearly empty' (<25% full) landfill bins which suggests that, with every other day collections, the number of landfill bins on the streets could be reduced.

Recommendations

- Reduce the number of landfill bins of 10-20% and monitor how this impacts on the landfill bin fill level to assess if the number of 'nearly empty' bin decrease.

Fly-tipping

Instances of fly-tipping has also being monitored to see whether there is any correlation with the fill level of the bins. The monitoring programme shows that only 6% of fly-tipping can be related to overflowing bins (see pictures below). The rest of the fly-tipped items were either next to empty bins or too bulky (see pictures below) to be disposed within the bin (eg sofas, mattresses etc) and they did not use other ways of disposing of their unwanted household furniture. This aligns with the findings of Changework's Edinburgh Communal Recycling Consultation which showed most survey respondents were not aware of the Council's special uplift service. A fly-tipping map with hot-spots highlighted is presented below.





Item too bulky to be disposed within the bin (94% of the total fly-tipping instances)



Item too bulky to be disposed within the bin (94% of the total fly-tipping instances)



Item too bulky to be disposed within the bin (94% of the total fly-tipping instances)



Item too bulky to be disposed within the bin (94% of the total fly-tipping instances)



Black bags that could have been disposed within the bin but the bin is overflowing (6% of the total instances)



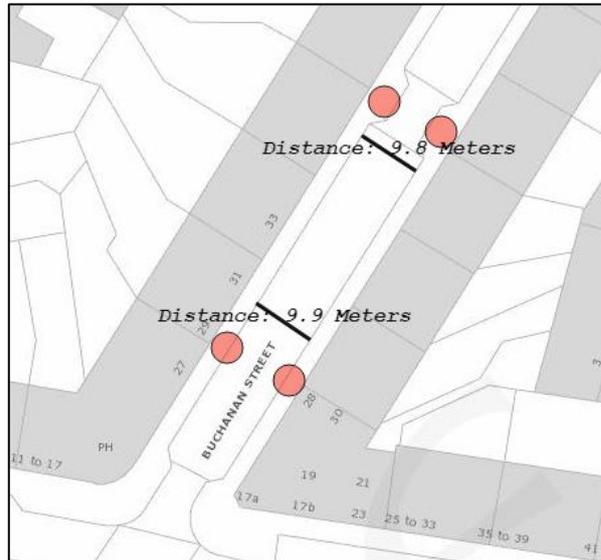
Black bags that could have been disposed within the bin but the bin is overflowing (6% of the total instances)

Residents' behaviour

Overflowing bins

It has been noted that on occasions bins were over-flowing in specific locations where nearby bins were half full or nearly empty and able to accept the over spilling waste.

As an example, 4 locations in Buchanan Street monitoring data are represented below.



Locations at 35 and 38 Buchanan Street



As shown in the picture above, at the locations 35 and 38 Buchanan Street the bins sit on opposite sides of the street less than 10m apart on a pedestrian friendly shared surface crossing. In few instances the bins at 35 Buchanan Street were overflowing or nearly full while the ones at 38 Buchanan Street were half full or nearly empty with capacity to still accept waste (See table below).

		24/03/2018		20/04/2018		24/04/2018		26/04/2018	
Street address		1st	2nd	1st	2nd	1st	2nd	1st	2nd
38	Buchanan Street	100	10	20	10	60	40	30	20
35	Buchanan Street	101	60	101	101	101	90	101	101

Locations at 28 and 29 Buchanan Street



As shown in the picture above, at the locations 28 and 29 Buchanan Street the bins sit on opposite sides of the street less than 10m apart. In few instances the bins at 29 Buchanan Street were overflowing or nearly full while the ones at 28 Buchanan Street were half full or nearly empty with capacity to still accept waste (see table below).

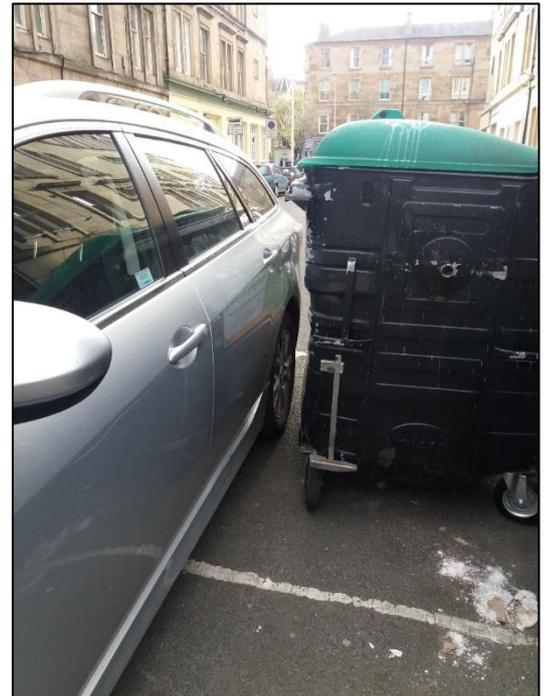
		20/03/2018		08/04/2018		18/04/2018	
Street address		1st	2nd	1st	2nd	1st	2nd
29	Buchanan Street	101	101	101	101	101	101
28	Buchanan Street	40	20	20	20	30	20

Recommendations

- Add stickers/panels to specific bins to inform residents that nearby bins can be used if the bin is full or overflowing to prevent dumping bags on the ground.
- Inform residents that any bin on the street can be used to dispose waste and recycling

Access Issues for Collection Crews

It has been noted that on occasions the bins were blocked by parked cars (see following pictures).



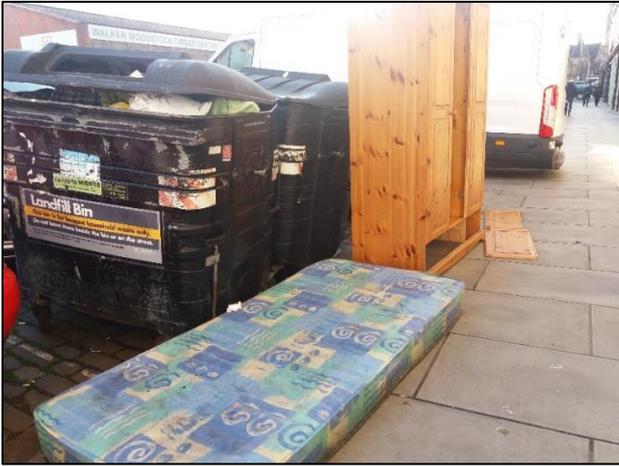
Recommendations

- add sticker/panel on back of the bin/bin housing facing the street with “no parking” signage
- have double yellow line in front of the bin location
- “no parking” marked in front of the bin location

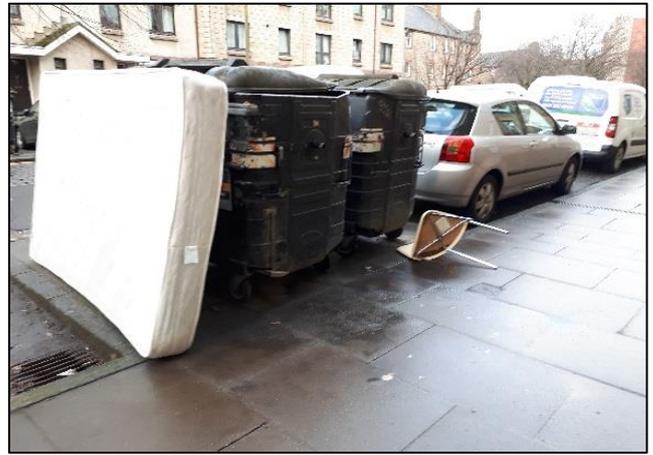
Access issues for residents

Residents had no access to the bins due to:

- Fly-tipping items in front or on the side of the bins
- Configuration of the bin layout (bins side to side)



Fly-tipping items in front or on the side of the bins



Fly-tipping items in front or on the side of the bins



Fly-tipping items in front or on the side of the bins



Configuration of the bin layout (bins side to side)



Configuration of the bin layout (bins side to side)

Use of the landfill bins depending on lid type, aperture and flap

Bin with no lid		
		<ul style="list-style-type: none"> - Residents: Bigger bags can be disposed - Residents: No touching the bin lid or the flap to dispose small and big waste bags - Collection Crews: less potential fly-tipping bags on bin side
		<ul style="list-style-type: none"> - Residents/Collection Crew: tend to overflow compare to other bins with aperture/flap - Residents/Collection Crews/Street Cleaning Crews: seagulls accessing the waste bags with consequent mess around bin location and litter. - Collection Crews: if raining the bin will fill with water making the bin heavy and difficult to collect
Bin with open lid with no aperture		
		<ul style="list-style-type: none"> - Residents: bigger waste bags can be disposed - Collection Crews: less potential fly-tipping bags on bin side if residents lift the lid
		<ul style="list-style-type: none"> - Residents/Collection Crews: bin tend to overflow compare to other bins with aperture/flap - Residents: Need to touch the lid to dispose big waste bag - Residents/Collection Crews/Street Cleaning Crews: if lid left wide open seagulls accessing the waste bag with resulting messy around bin location and litter.
Bin with open lid with aperture no flap		
		<ul style="list-style-type: none"> - Residents: No touching the bin lid with small bag - Residents: Bigger bags can be disposed lifting the lid - Collection Crews: less potential fly-tipping bags on bin side if residents lift the lid
		<ul style="list-style-type: none"> - Residents: need to touch the lid to dispose big waste bag - Residents: Only small waste bag can be dispose through the flap - Residents/Collection Crews/Street Cleaning Crews: if lid left wide open seagulls accessing the waste bag with resulting messy around bin location and litter.

Bin with open lid with aperture with flap		
		<ul style="list-style-type: none"> - Residents: Bigger bags can be disposed lifting the lid - Collection Crews: less potential fly-tipping bags on bin side if residents lift the lid
		<ul style="list-style-type: none"> - Residents: only small waste bag can be dispose through the flap - Residents: Need to touch the flap to dispose of waste and the lid for big waste bag or items - Residents/Collection Crews/Street Cleaning Crews: if lid get wide open seagulls accessing the waste bag with consequent messy around bin location and litter

Bin with locked lid with aperture with no flap		
		<ul style="list-style-type: none"> - Residents: No touching the bin lid with small bag - Waste management: no bulky items in the general waste stream
		<ul style="list-style-type: none"> - Residents: Only small waste bag can be dispose through the flap - Residents/Collection Crews/Street Cleaning Crews: if lid get wide open seagulls accessing the waste bag with consequent messy around bin location and litter. - Collection crews/Street Cleaning Crews: likely big waste bag at side bin (fly-tipping) as the big waste bag doesn't fit the flap.

Bin with locked lid with aperture with flap		
		<ul style="list-style-type: none"> - Waste management: no bulky items in the general waste stream
		<ul style="list-style-type: none"> - Residents: Need to touch the flap to dispose of waste - Residents: bigger waste bag and bulky items cannot be disposed within the bin - Collection crews/Street Cleaning Crews: likely big waste bag at side bin (fly-tipping) as the big waste bag doesn't fit the flap.

Recommendations

- internal discussion on which lid/aperture/flap the bin need to have

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Review of Trade Waste Bin Exemptions

Item number	7.12
Report number	
Executive/routine	Executive
Wards	
Council Commitments	

Executive Summary

In 2015 the Council introduced fixed timed windows for trade waste presentation and uplift. Where businesses could demonstrate they could not store food and glass within their premises they were given an exemption to allow their bins to be left on street.

The provision of exemptions was introduced on temporary basis and the Waste and Cleansing Service now seeks to end this to ensure consistency with other policies, such as the recently adapted policy on 'A' Boards, to minimise obstructions on street.

Review of Trade Waste Bin Exemptions

1. Recommendations

- 1.1 Committee gives approval for the Waste and Cleansing Service to progress with the cessation of the exemption of food and glass bins on a phased basis.

2. Background

- 2.1 In 2015 the Council has rolled out a policy of fixed timed windows for trade waste presentation and uplift. This was designed to improve the visual amenity of the City at a time when the number of trade waste bins being stored on street was increasing.
- 2.2 As part of this programme a temporary exemption scheme was introduced to allow food and glass bins to be stored on street in controlled circumstances as outlined in Appendix 1.
- 2.3 The temporary exemptions have not been reviewed to date and applications from businesses are still being granted which is now contrary to the Council's policy of freeing up pavement space for pedestrians and in some circumstances, could allow businesses to create a barrier for disabled residents. To date there are in excess of 360 businesses who have been granted exemptions, some of whom have multiple food and glass bins.
- 2.4 The Council is implementing a city-wide ban on advertising boards and it is therefore proposed to review this exemption scheme to ensure consistency with other policies.

3. Main report

- 3.1 Since 2015 the Council has implemented a policy of requiring businesses to present their trade waste for uplift only at specified times. This was in response to a proliferation of commercial waste bins being permanently stored on street. This was detrimental to the visual amenity of the city and in some cases presented hazards to pedestrians and other road users.
- 3.2 A pilot was initially carried out in 2014 in three areas of the city – Rose Street (and its lanes), Leith Walk and the High Street. Engagement was carried out with all businesses to advise them of their legal requirement to recycle, store and manage their waste appropriately and trade waste contractors were encouraged to work closely with their customers to find suitable solutions for the presentation and uplift

of their waste. The initial intention was to allow no trade waste bins to be stored on the street. It was agreed, however, that in exceptional circumstances where businesses could prove that they had no internal storage they could apply for an exemption to store their food and glass bin(s) on the street until an alternative arrangement could be made.

- 3.3 Following the pilot, the scheme was rolled out city wide and has been successfully implemented. The way the scheme operates is outlined in Appendix 2.
- 3.4 The exemption scheme was originally planned to be a temporary measure to allow businesses to make alternative arrangements. However, applications from businesses are still being granted which is now contrary to the Council's wider objectives of improving the local environment for pedestrians.
- 3.5 Following the success of the timed window scheme in Edinburgh, similar schemes have been implemented in Aberdeen and Glasgow. Both have learned from Edinburgh's experience and have designed their own schemes around this and also to their local circumstances. An outline of both schemes is provided in Appendix 2.
- 3.6 Glasgow, who started rolling out their timed windows in April 2018, have not allowed any exemptions and they have reported no significant impact of doing this to date.
- 3.7 It is now proposed that the exemption scheme in Edinburgh is ended and the Waste and Cleansing Service approach this on a phased basis to ensure that businesses who currently have an exemption can make alternative arrangements so that all of their waste streams are stored off street.

4. Measures of success

- 4.1 Success will be measured by a reduction in waste bins being stored on street and a consequent reduction in pedestrian hazards.

5. Financial impact

- 5.1 Implementation, engagement and enforcement will be carried out by existing staff and as such no additional funding is required.

6. Risk, policy, compliance and governance impact

- 6.1 Implementation of this programme would be expected to support delivery of the Council's strategic objective of improving the visual amenity and pedestrian experience of the city.

7. Equalities impact

- 7.1 An integrated impact assessment has been carried out which has not identified any negative equalities impact.
- 7.2 A reduction in waste containers will improve the environment for all users of the street with a particular benefit likely for wheelchair users, impaired vision and pushchairs.

8. Sustainability impact

- 8.1 An integrated impact assessment has been carried out which has not identified any negative sustainability impact.
- 8.2 A reduction in waste being stored on street and consequent improvement in visual amenity can be viewed as a positive sustainability impact.

9. Consultation and engagement

- 9.1 Engagement with affected businesses will be carried out as part of the programme of implementation.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

11. Appendices

- Appendix 1 current exemptions criteria for food and glass bin storage on the street.
- Appendix 2 comparison of commercial waste presentation policies (Edinburgh, Aberdeen and Glasgow).

**CRITERIA FOR EXEMPTION TO ALLOW STORAGE OF FOOD AND GLASS BINS ON
THE PUBLIC HIGHWAY**

1. Bin must be kept locked at all times.
2. Bins must be kept clean and tidy, including the area they are sited on.
3. Due to noise restrictions, no glass to be emptied or filled between 9pm and 7am.
4. The business accepts all legal liability for any accidents occurring whilst storing waste on public land.
5. Bin must be clearly marked with business name and type of waste contained.
6. City of Edinburgh Council reserve the right to review this permission at any time.

COMPARISON OF COMMERCIAL WASTE POLICIES EDINBURGH, ABERDEEN AND GLASGOW CITY COUNCILS

The City of Edinburgh Council

Since 2015, the City of Edinburgh Council has implemented a successful city wide policy whereby trade waste bins are not allowed to be stored on public spaces. Bins or bags may only be put out for collection on street for a maximum of one hour during the authorised timed windows of 9.30am – 12 noon, 2pm – 4pm and 6.30pm – 11pm. If the waste remains uncollected after one hour, the business should remove it from the street, store it on their premises and contact their contractor to rearrange uplift. All bags and bins must be clearly marked with the business name and agreed collection time. Waste can only be presented on the street when the business is staffed and never overnight. Waste containers must be placed as near to the edge of the business property as possible, whilst ensuring there is clear pedestrian access.

- ❖ In exceptional circumstances where a business can prove that they have no internal storage space, exemption will be given to store food and glass bins **only** on the street.

Aberdeen City Council

From 1 May 2018, Aberdeen City Council will be implementing their policy to reduce the number of trade waste bins stored on the streets within the City Centre. Each bin must be clearly marked with the name of the business who uses it and cannot be left on pavements between 12.30pm and 2.30pm. Other areas of the city will have different prohibition times and will be discussed with waste collectors to ensure that their business collection continuity can be maintained.

Exemption Certificates will be available for businesses that currently are unable to comply with the requirement of the policy, for example lack of internal storage area. Exemption Certificates will only be provided, at a cost of £100 per bin, to those businesses that can show sufficient reason for the bins to remain on the street along with an improvement plan.

- ❖ The scheme is in the very early stages and is currently only relevant to Aberdeen city centre. Timescale is unknown for completion of the city wide roll out.

Glasgow City Council

In April 2017, Glasgow City Council launched the roll out of their city wide policy of not allowing trade waste bins to be stored on public spaces. The project adopted a similar strategy to the successful Edinburgh initiative but with their authorised timed windows for presentation being 7.30am – 9.30 and 5pm – 11pm. Prior to the implementation of Phase 2 it was recommended to extend the morning presentation window by 1½ hours to 07.30-11.00. This was to allow trade waste contractors to reschedule their AM uplifts, if required,

to more manageable timeframes and also provide the opportunity for city centre offices and some bar/restaurants to comply fully with the new procedures.

- ❖ Glasgow City Council's policy will be rolled out over 5 phases and is currently on Phase 2. The city wide roll out is due to be completed by March 2019. Glasgow City Council will not be granting exemptions for bins to be stored on street.

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Single Use Plastics

Item number	7.13
Report number	
Executive/routine	Executive
Wards	
Council Commitments	23

Executive Summary

Following recent media coverage and concern relating to the impact of plastics on the wider environment this report discusses the role of the Council, and other stakeholders, in responding to these concerns, and sets out ways in which the Council deals with these issues.

This report discharges the following motions:

- Motion by Councillor Burgess to Transport and Environment Committee, [August 2017](#) – Reducing Plastic Bottle Pollution.
- Motion by Councillor Burgess to Full Council, [September 2017](#) – Public Water Bottle Refill Scheme.
- Motion by Councillor Burgess to Full Council, [September 2017](#) requesting a report on the introduction of water refill points.
- Motion to Full Council by Councillor Mowat [December 2017](#) - Plastic Free Coastlines promoted by Surfers Against Sewage.
- Motion to Full Council by Councillor Whyte [June 2018](#) – Public Water Fountains

Single Use Plastics

1. Recommendations

- 1.1 Committee is asked to note the contents of this report.
- 1.2 In particular Committee is asked to note that Changeworks have been instructed to develop a plastic water bottle refill scheme, and to develop messaging around single use plastics in their educational activities, as a result of these motions.
- 1.3 Committee is asked to note the intention to propose Plastic Free Communities actions alongside other actions as part of the development of Litter Prevention Action Plans as these are developed across the city.
- 1.4 Committee is asked to discharge these motions.

2. Background

- 2.1 This report provides information in relation to the Council's work to manage plastic pollution in relation to the following motions and sets this in the wider context of activities which are being taken by other stakeholders including government and industry.
- 2.2 Motion by Councillor Burgess to Transport and Environment Committee, August 2017 – Reducing Plastic Bottle Pollution “Committee: Recognises the large quantity of plastic bottles that are currently disposed of and littered in the City and end up polluting the environment; Notes the interest at national level in a deposit return system for drinks containers and agrees that Edinburgh Council should write to Scottish Ministers in support of this initiative; Notes the success of such systems, especially in Scandinavia and the Baltic countries, at reducing both litter and associated costs for local authorities; Further notes that plastic bottles are used during Edinburgh council service delivery, including school packed-lunches, and requests a report on ways of reducing this use.”
- 2.3 Motion by Councillor Burgess to Full Council, September 2017 – “By Councillor Burgess – Public Water Bottle Refill “The Council: 1) Recognises the high environmental and financial cost in dealing with plastic bottle waste in the city; 2) Welcomes steps to introduce a deposit return scheme for such bottles and other forms of recyclable or re-usable materials; 3) Recognises also that Edinburgh's high quality public water supply represents an opportunity to reduce demand for bottled water and the associated plastic waste; 4) Recognises the health benefits from greater consumption of water, reducing risks of obesity and dental decay from high sugar drinks;5) Therefore agrees to investigate a pilot scheme to provide public water bottle refill facilities in a number of high footfall locations in the city, taking

account of experience elsewhere in the UK and other countries; and submitting a report within 3 cycles.”

- 2.4 Motion to Transport and Environment Committee 21 September 2017 by Councillor Burgess requesting a report on the introduction of water refill points.
- 2.5 Motion to Full Council by Councillor Mowat 14 December 2017: “Welcomes the campaign Plastic Free Coastlines being promoted by Surfers Against Sewage which looks to reduce single use plastics to prevent them ending up in the seas and oceans and considers that supporting such a campaign could reduce landfill, litter and costs and asks officers to engage with the campaign and report back in two cycles to the Transport and Environment Committee detailing how the Council could support this.”
- 2.6 Motion to Full Council by Councillor Whyte June 2018 “Notes the widespread public concern over pollution caused by plastics and the actions the Council and others are taking to reduce and recycle plastic, in particular through the use of reusable drinking bottles which avoid plastic waste; notes that there is a report being brought forward to the Transport & Environment Committee in August, currently titled Reducing Plastic Bottle Pollution, which will deal with the many facets of this issue, including the provision of water bottle refill points; recognises the timing difficulties in provision of public drinking fountains before the summer Festivals this year but recognises the significant role that the Council may have on the numbers of plastic bottles used in Edinburgh through similar measures; recognises the role that other organisations can play in the city including, for example, the University of Edinburgh which is, commendably, expanding the number of water fountains on their campus to approximately 200 in the course of the next 18 months; instructs officers to include discussion and recommendations on the provision of water fountains as part of the August report to the Transport & Environment Committee.”

3. Main report

- 3.1 Pollution in relation to the disposal of plastics has been the subject of the scrutiny in recent times particularly because of concerns about the impact on the wider environment, due to plastic entering the food chain and directly poisoning wildlife, accumulating in oceans or on land, and also breaking down into microplastics and entering the food chain.
- 3.2 Plastics are widely used throughout daily life and the sources of these are many. While much of the focus is on single use packaging plastics which we see and use on a daily basis, there are many other sources a number of which are discussed below.
- 3.3 The Council (as a producer of waste and a manager of waste) is one stakeholder in the chain of plastics use. To affect change all parts of the chain need to play their part, including manufacturers and retailers, government, waste producers and service users.
- 3.4 Many of the plastic “nurdles” (the small pieces which are increasingly being found on beaches) are associated with manufacturing. Many of the plastics being found in

the oceans are thought to originate in the developing world where waste disposal systems are not in place. These plastics then escape into water bodies and are flushed out to sea. Other examples may be shipping (e.g. as a result of wrecks <https://www.bbc.co.uk/news/magazine-28582621>).

- 3.5 In the developed world where waste is managed in a more controlled way the main sources of loose plastic would be litter, spillages, etc. However there are less obvious causes such as the use of microplastics in hygiene products, and fibres from clothing which detach during washing; these are washed down sinks or drains and are too small to be captured in sewage treatment. These are then released into the environment. Similarly inappropriate disposal of cotton buds, wipes and even larger items such as nappies means these enter the sewer system then escape to the wider environment. These are a greater problem for the water industry than for Council, but ultimately these can be washed on to beaches as litter.
- 3.6 The Council's primary duty in managing plastic is to deal with the waste which people produce at home or on the move, which it does using a combination of litter and waste collection, and disposal of the materials by recycling, energy recovery and disposal to landfill in line with the waste hierarchy.
- 3.7 In terms of preventing waste arising in the first place the Council's role is more limited. It does not control what products are placed on the market. It does however have an engagement and education role to raise issues and it does this via a variety of routes, often working with partner organisations.
- 3.8 The Council as an organisation uses and disposes of plastics in its business, and is developing approaches to this, primarily via catering operations.
- 3.9 Significant progress to prevent waste at source however requires action by other stakeholders, in particular government and producers. Examples of how this is being delivered are provided below.
- 3.10 It should be noted however that in spite of the known problems associated with plastics, all materials have some impact on the environment. Simply replacing plastics with other materials may have unintended consequences. Just because something can be labelled compostable or biodegradable it is not necessarily an improvement for the environment.
- 3.11 Retailers and manufacturers have agreed packaging reduction targets with government. This is called the Courtauld Commitment, information about which can be found at www.wrap.org.uk/content/what-is-courtauld . This has been in place for a number of years, and in some cases has meant that plastic packaging has replaced other materials, or new products have been developed which rely on plastic (e.g. laminated foil/plastic coffee refills which reduce use of glass jars). In some cases the use of plastic as a barrier in food packaging allows other materials such as cardboard to be recycled.
- 3.12 In some cases therefore replacing plastic could potentially increase waste arisings overall.

National Actions to Prevent or Recycle Plastics

- 3.13 At both UK and Scottish levels the governments have been proposing measures to reduce plastic pollution.
- 3.14 A number of initiatives has been proposed. Charges for the use of carrier bags are now in place in each part of the UK, and this reduced plastic use in particular (because most bags are made of plastics). A ban on the use of microplastics in hygiene products such as toothpaste and face scrubs commenced in the UK in June 2018.
- 3.15 Further bans, restrictions, taxes or charges are likely. The Scottish Government is expected to bring forward a ban on plastic cotton buds, while action is likely at the UK level on disposable cups (which contain a layer of plastic).
- 3.16 National retailers and brands have taken action to reduce the use of plastics, whether by stating that they will phase out or reduce plastic packaging, or reformulate packaging to make it easier to recycle (e.g. by replacing black plastic with other types).
- 3.17 A particular focus in Scotland has been the development of a deposit return scheme for certain types of packaging including plastic bottles. Zero Waste Scotland are the lead body developing this. The detail of how it works and the way it interacts with existing recycling schemes and works to prevent littering will follow the consultation currently being undertaken by the Scottish Government.
- 3.18 Some retailers, bars, etc are proactively replacing straws, cups, cutlery etc with cardboard or compostable versions.
- 3.19 All of the above schemes and proposals targets different products in different ways. These measures will reduce plastic in the environment but are not necessarily designed to address the wider environmental issues associated with littering or overconsumption. A cardboard straw or cotton bud will eventually break down but until it does it is still a litter problem and may also be hazardous to wildlife.
- 3.20 A significant barrier to recycling plastics is the lack of markets which has been exacerbated by the reliance among western nations upon exporting recyclable materials. The Scottish Government, through Zero Waste Scotland, has recently provided funding to establish a mixed plastic recycling facility in Perthshire, to recycle some of the more problematic materials into oils or chemicals. This is a small scale facility but if successful it could lead to the establishment of a network of facilities. It cannot resolve the current issues but may prove to be an important first step.

Local Action in Relation to Household Waste and Litter

- 3.21 The Council's primary focus is on managing the waste that other people produce, either through waste and recycling, or litter, collection and disposal.
- 3.22 The Council no longer operates a commercial waste service, except to its own buildings. Therefore almost all waste is either household waste or litter.

- 3.23 The Council's Waste Compliance Team, and Environmental Warden teams, both work to ensure that commercial waste is properly disposed of, and in particular properly contained so as not to become litter.
- 3.24 The Council's approach to managing waste is set out in its Waste and Recycling Strategy which covers the period through to 2025. A review of this strategy is subject to a separate report to this committee.
- 3.25 The forward plan for the review of Waste and Recycling Strategy contains a number of actions which seek to address plastic related issues either directly or as part of the wider waste stream. For example the development of the communal bin review would be expected to result in more plastic being diverted from landfill; actions to improve management of litter and to develop community focussed cleanliness initiatives will mean less material (including plastics) loose in the local environment, which represent a risk to wildlife or the wider environment.
- 3.26 The Council's current recycling services mean that it is possible to recycle a range of single use plastics (specifically plastic bottles, pots, tubs and trays). These are sorted for recycling. Any which cannot be sold at that time will be used as a fuel rather than landfilled.
- 3.27 Recycling participation varies by service, and by type of plastic. People are more likely to recycle plastic bottles than other plastics, and higher levels of recycling are present in kerbside recycling areas, than in communal bin areas. Work has commenced to close these gaps with the review of the communal bin services over the next three years. In particular the review highlights the refuse analysis which suggested that the kerbside collection was capturing up to 85% of some drinks bottles.
- 3.28 Waste from litter bins and street sweepings is sent for sorting and reprocessing to allow some to be recycled, and in the near future used to generate energy.

Prevention of Waste at Source

- 3.29 The Council's main focus in preventing waste at source is focussed on community action. This is delivered in a range of ways but often involves working with stakeholders. For example prior to the introduction of carrier bag changes, the Council provided financial support to community focussed reusable carrier bag schemes. It was felt that this approach would be preferable to (for example) simply giving reusable bags to people.
- 3.30 The Council is currently working with two Zero Waste Towns projects. These are community led projects which are funded to deliver projects aimed at moving towards zero waste. These do not target plastics specifically but do provide an opportunity to encourage more sustainable use of plastics as part of these projects.
- 3.31 In south Edinburgh the Council is supporting Shrub's work to target the student community. The first pilot was an end of term collection in Marchmont designed to tackle dumping at the end of term and encourage reuse of household goods.
- 3.32 In Leith Changeworks are leading on Zero Waste Leith. The first project is actively targeting fly-tipping which again means that less waste is loose in the environment.

Engaging Communities

- 3.33 The Council uses various methods to communicate with residents. In particular Our Edinburgh campaigns have focussed on targeted messages- litter during the Festival or fly-tipping in tenement areas, which would be expected to reduce littering and so better control waste of all types.
- 3.34 Localities teams work to support community actions such as clean ups.
- 3.35 The mailing to introduce the garden waste charge will be accompanied by a recycling guide which promotes recycling by material stream to reinforce those messages.
- 3.36 The Council funds Changeworks to deliver community engagement and education around waste and recycling on its behalf. This work includes specific projects, education in schools, and community engagement activities on behalf of Waste and Cleansing, and now targeted support for Localities.
- 3.37 Reusable water bottles are now used quite widely and options to support their use on the go, as opposed to buying a single use water bottle, are growing. There is already a national programme in place at www.refill.org.uk whereby participating organisations such as cafes allow people to obtain free water on the go. This is already supported by Whitbread across the UK so there are points in place and promoted at branches of Costa and Premier Inn www.costa.co.uk/responsibility/our-cups while a similar project is being developed by Network Rail for the railway stations they manage including Waverley Station.
- 3.38 It had been expected that Changeworks would be developing a pilot scheme for refilling water bottles as part of Zero Waste Leith. Because they have not done so, Waste and Cleansing has built this into Changeworks' funding agreement for 2018/19.
- 3.39 They are also required to develop messaging around single use plastics as part of their schools education programmes. These have already been expanded to cover litter issues.
- 3.40 It is felt that this approach, which will promote the schemes in existence, will use existing infrastructure, and will be more controlled than (for example) public fountains, will be more cost effective and hygienic than developing a new infrastructure which may be based around outdoor points (e.g. in parks).

The Council as a Waste Producer

- 3.41 Management of waste in Council buildings is devolved to local building managers and business managers who are responsible for working with the Facilities Management Teams. Waste and Cleansing provide the collection service while the internal infrastructure (i.e. bins and sacks) is the responsibility of the local building managers.
- 3.42 All Council buildings should use the waste and recycling services provided by Waste and Cleansing. The policy to this effect was agreed at Transport and Environment Committee in May 2018 (Appendix 1)

- 3.43 The most visible source of single use plastics within the Council is perhaps in the catering operations. The use of plastics in schools in particular was subject to a report to the Education, Children and Families Committee in May 2018.
- 3.44 However the Catering Service is also taking action more widely, for example by introducing incentives to use reusable cups which are in line with those operated by national coffee shops. This is being carried out as cafes are upgraded.

Cleanliness

- 3.45 There is no need for plastic to enter the environment. If waste is placed in a bin it should be collected for either disposal (landfill or energy recovery) or recycling. The use of bins instead of sacks in most of the city helps in this objective.
- 3.46 However waste can still escape through spillage, continued use of sacks in some areas, or simply by people dropping litter. In communal bin areas, some of the pilots to deliver the enhanced collection service previously agreed by Committee will feature housings which ultimately offer potential to better contain waste.
- 3.47 While the Council carries out routine cleansing work, all stakeholders need to work together to make the city clean. This is a key way to reduce the escape of plastic into the environment. Initiatives which are already underway to improve the cleansing of the city include using sensors to better target the emptying of litter bins, and potentially to inform siting of bins. However if people drop litter this will not make the city clean.
- 3.48 The development of Locality Improvement Plans will assist in engaging communities in this. Initially Waste and Cleansing will be working with North East Locality and Zero Waste Scotland to develop a Litter Prevention Action Plan at the community level. By ensuring that community members (such as businesses) realise they need to be active participants in the process, which is in line with the Scottish national policy, it is hoped to make the city cleaner of all materials, including plastics.
- 3.49 It is envisaged that similar plans can be delivered across the City in due course.

Plastic Free Coastlines and Plastic Free Communities

- 3.50 Surfers Against Sewage operate these two schemes. Information is available at: www.sas.org.uk
- 3.51 Plastic Free Communities are a means to achieve Plastic Free Coastlines (e.g. free of cotton buds, plastic bags, etc). A copy of the Tool Kit is provided here: www.sas.org.uk/wp-content/uploads/Plastic-Free-Coastlines-Community-Toolkit.pdf
- 3.52 Surfers Against Sewage also provide advice for Plastic Free Councils: www.sas.org.uk/advice-plastic-free-councils
- 3.53 Surfers Against Sewage suggest that the role of the Council is to review its own activities as a waste producer, and also to support local communities to develop their own action plans. It is thought that tightly focussed plans rooted in a local community are likely to be more successful than a more broad “citywide approach”.

- 3.54 This is consistent with the National Litter Strategy for Scotland and The Council's own approach of Locality Improvement Plans. As part of this approach, North East Locality are about to commence development of a Litter Prevention Action Plan for that area with support from Waste and Cleansing and Zero Waste Scotland. The actions promoted by Surfers Against Sewage will be shared with stakeholders as potential actions they could adopt as part of developing their own individual action plans.

4. Measures of success

- 4.1 Reduction in littering and waste arising as a result of measures to reduce use of disposable waste.
- 4.2 Participation in refill scheme (measured by number of locations offering the scheme).

5. Financial impact

- 5.1 There are no direct financial impacts arising from the report.
- 5.2 If the initiatives taking place at a national level result in a reduction in either littering or waste arisings this would be expected to result in a financial benefit.

6. Risk, policy, compliance and governance impact

- 6.1 Measures to reduce waste at source and improve management of waste are in line with the Council's corporate objectives.

7. Equalities impact

- 7.1 There is no direct equalities impact arising from this report.

8. Sustainability impact

- 8.1 Measures to prevent waste arising, to encourage recycling and to divert waste from landfill to energy recovery have a positive environmental impact.

9. Consultation and engagement

- 9.1 Development of actions to prevent waste at source and prevent litter are dependent upon engagement.

10. Background reading/external references

10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

11. Appendices

Appendix 1 Waste from Council Premises

Waste from Council Premises

- It is the Council's policy that all of its premises must comply with the internal Resource Use Policy, as well as the Waste (Scotland) Regulations and all other relevant legislation.
- The Resource Use Policy requires the waste hierarchy to be applied, to reduce, reuse and recycle, and in addition as a minimum to ensure that facilities are in place to recycle: paper, card, cans, plastics, glass and food, as well as to collect residual mixed waste for landfill.
- Procedures must be put in place to manage specialised waste streams not covered by general household waste provision (e.g. engine oil).
- It is the responsibility of building managers, in partnership with the Facilities Management team covering that building, to ensure compliance on a site by site basis, and to arrange collection of the above materials by the Waste and Cleansing Service.
- All steps must be taken to maximise use of the recycling services and prevent their contamination with other materials, through the use of adequate signage, the use of correct coloured sacks, and staff training.
- It is expressly forbidden to mix separately collected and mixed waste streams.

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Street Lighting Management Arrangements

Item number	7.14
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	15 , 16

Executive Summary

Under the Roads (Scotland) Act 1984, the Council has a statutory duty to provide lighting for roads, or proposed roads, which are, or will be, maintained by them and which in their opinion ought to be lit.

The Street Lighting Management Arrangements (Appendix 1) outline the basic principles and standards currently applied to street lighting and illuminated signage and are presented to Committee for noting.

Street Lighting Management Arrangements

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the current Street Lighting Management Arrangements contained in Appendix 1.

2. Background

- 2.1 The fundamental purpose of street lighting is to help create a better street environment in which to live, work and play.
- 2.2 The objectives of the Street Lighting Management Arrangements are to help the Council achieve the above aim by:
- 2.2.1 providing a safe road network for all road users;
 - 2.2.2 minimising the environmental effect of street lighting whilst enhancing the night-time ambience;
 - 2.2.3 ensuring that street lighting is in keeping with and properly integrated into the infrastructure;
 - 2.2.4 helping to reduce crime and the fear of crime;
 - 2.2.5 providing a cost-effective street lighting service;
 - 2.2.6 enhancing the ongoing operation of the service; and
 - 2.2.7 energy conservation and sustainability.
- 2.3 The Street Lighting Management Arrangements will be key in supporting: the 2050 Edinburgh City Vision (for Edinburgh's built and digital infrastructure to be made for the future, meeting the demand of a growing economy and a changing society); the Local Transport Strategy; and the Edinburgh Local Development Plan.

3. Main report

- 3.1 The Street Lighting Management Arrangements have been developed to improve and standardise the management of the installation and maintenance of all types of external public lighting owned, or adopted by, the Council. It is

intended to be used as a master plan for all new installations, conversions, upgrades, refurbishments and day to day maintenance.

- 3.2 They also define the standards to which all personnel must work: whether employed by the Council; as contractors working on behalf of the Council; or as private contractors constructing new roads intended for adoption.

4. Measures of success

- 4.1 Well designed and installed public lighting, which is effectively maintained and operated, can play a substantial part in the Council's duties to road, pavement and public space users by: improving safety; reducing crime and fear of crime; improving commerce; improving the night scene; making more sustainable and non-motorised transport more attractive and friendly; and reducing energy consumption and costs.

5. Financial impact

- 5.1 There are no financial implications associated with this report. Repairs to street lighting faults and energy costs are primarily funded from the Council's Revenue budgets. Column/Lighting unit replacements and lighting upgrades have generally been funded from Capital budgets.
- 5.2 The high cost of maintenance and renewal of the existing lighting infrastructure, the rising cost of energy consumption and issues with light pollution, together with the Council's commitment to reducing carbon emission means that it is prudent to review the Council's overall lighting management arrangements to ensure resources are directed in the most efficient and effective manner.

6. Risk, policy, compliance and governance impact

- 6.1 Whilst there are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report, the Council is at risk of not fulfilling its statutory duties as a Road Authority if it does not have robust Transport Policies in place. It is important that effective Street Lighting Management Arrangements are in place to support the Transport Policies.

7. Equalities impact

- 7.1 The design and maintenance of street lighting can potentially have a wide and varied impact upon equality and rights issues. Issues that need to be considered as part of any management arrangement changes, or scheme designs, include: personal and property security issues; need to maintain community involvement after dark; need to reduce accidents; and reduce crime or fear of crime.
- 7.2 Detailed Integrated Impact Assessments (IIAs) will be undertaken for any street lighting scheme that significantly reduces the level of street lighting, as specified in the Street Lighting Management Arrangements.

8. Sustainability impact

- 8.1 Poorly designed street lighting can cause light pollution, increase the fear of crime and result in poor energy efficiency.
- 8.2 There are many opportunities to improve both the energy efficiency of street lighting and to utilise modern lighting to provide white light for improved colour rendition and reconsider lighting levels in certain circumstances. The Street Lighting Management Arrangements are formed to enable these opportunities to be captured.

9. Consultation and engagement

- 9.1 With the Street Lighting Management Arrangements codifying current practice rather than modifying it, the opinion of the Council's Lead Insight and Engagement Officer is that it does not require public engagement.
- 9.2 Edinburgh World Heritage was consulted and their views have been taken into account.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

Contact: Cliff Hutt, Service Manager - Infrastructure

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

11. Appendices

Appendix 1



Street Lighting Management Arrangements



Contents

<u>Section</u>	<u>Content</u>	<u>Page</u>
1	Introduction	3
2	Purpose and Key Implications	4
3	Legislation and Regulations	7
4	Main Objectives	8
5	General Arrangements	9
6	Lighting Standards	11
7	Design Requirements	13
8	Maintenance	19
9	Carbon and Energy Management	21
10	Developments, New Schemes and Alterations	23
11	Adaptive Lighting	26

12	Competence	27
----	------------	----

Appendices

App 1	Relevant Standards & Guidance	28
App 2	Adaptive Street Lighting Request Form	30
App 3	Adaptive Street Lighting Approval Process	31
App 4	Glossary of Terms	32
App 5	Contacts	33

1 Introduction

- 1.1 This document outlines the basic principles and standards applying to street lighting and illuminated signage in the City of Edinburgh.
- 1.2 Well designed and installed public lighting, which is effectively maintained and operated, can play a substantial part in the Council's duties to road, pavement and public space users by:
- improving safety;
 - reducing crime and fear of crime;
 - improving commerce;
 - improving the night scene;
 - making more sustainable and non-motorised transport more attractive and friendly;
 - enhancing the historic environment; and
 - reducing energy consumption and costs.
- 1.3 Street lighting has many benefits if installed and designed correctly. These Street Lighting Management Arrangements aim to reflect current guidance on street lighting, lighting of traffic signs and considers the most recent advances in available technology.

2 Purpose & Key Implications

- 2.1 This document has been created to outline the requirements for the installation and maintenance of all types of external public lighting owned, or adopted by, the Council. It is intended to be used as a master plan for all new installations, conversions, upgrades, refurbishments and day to day maintenance.
- 2.2 It also defines the standards to which all personnel must work: whether employed by the Council; as contractors working on behalf of the Council; or as private contractors constructing new roads intended for adoption.
- 2.3 Legal Issues**
- 2.3.1 Under the Roads (Scotland) Act 1984 the Council has a statutory duty to provide lighting for roads or proposed roads where the road is maintainable by the Council, and, in the Council's opinion, the road ought to be lit. Additionally, the 1984 Act empowers the Council to provide lighting for any road, or proposed road, which, in the Council's opinion, ought to be lit, and in respect of which the Council is not under a duty to maintain.
- 2.3.2 In addition to its statutory duty, the Council has a common law duty of care to road users. The Council should be able to demonstrate that it has systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous/faulty equipment.
- 2.3.3 The Carbon Reduction Commitment (CRC) is a mandatory scheme aimed at improving energy efficiency and cutting emissions in large public and private sector organisations. The CRC applies to organisations which have at least one registered half hourly electricity meter and have consumed more than 6,000MWH (megawatt hours) of electricity in a qualifying year. These street lighting management arrangements are intended to help contribute to the Council meeting its requirements under this scheme.
- 2.3.4 Under the CRC guidance, participants are also currently required to consider any unmetered electricity supplies provided on a dynamic pseudo half hourly basis (Dynamic pseudo Half Hourly meters allocate the unmetered consumption across half hourly periods by reference to the operation of PECU photocells or actual switching times as reported by a Central Management System) for the purposes of qualification and participation. Such supplies are typically provided for street lighting purposes.

2.4 Policy

2.4.1 This document will be key in supporting: the 2050 Edinburgh City Vision (for Edinburgh's built and digital infrastructure to be made for the future, meeting the demand of a growing economy and a changing society); the Local Transport Strategy; and the Edinburgh Local Development Plan.

2.4.2 This document should be read in conjunction with the Sustainable Lighting Strategy for Edinburgh, approved by the Council's Planning Committee on 14 June 2012 and the Old and New Towns of Edinburgh World Heritage Site Management Plan 2017 – 2022.

2.5 Resource Implications

2.5.1 Repairs to street lighting faults and energy costs are primarily funded from the Council's Revenue budgets. Column / Lighting unit replacements and lighting upgrades have generally been funded from Capital budgets.

2.5.2 The high cost of maintenance and renewal of the existing lighting infrastructure, the rising cost of energy consumption and issues with light pollution, together with the Council's commitment to reducing carbon emission means that it is prudent to review the Council's overall lighting management arrangements to ensure resources are directed in the most efficient and effective manner.

2.5.3 A key part of these street lighting management arrangements is to increase value for money.

2.6 Risk Implications

2.6.1 The Council is at risk of not fulfilling its statutory duties as a Road Authority if it does not have robust Transport Policies in place. It is important that effective Street Lighting Management Arrangements are in place to support the Transport Policies.

2.7 Environmental Implications

2.7.1 Poorly designed street lighting can cause light pollution, increase the fear of crime and result in poor energy efficiency.

2.7.2 There are many opportunities to improve both the energy efficiency of street lighting and to utilise modern lighting to provide white light for improved colour rendition and reconsider lighting levels in certain circumstances. This document is formed to enable these opportunities to be captured.

2.8 Equalities and Rights Impact

- 2.8.1 The design and maintenance of street lighting can potentially have a wide and varied impact upon equality and rights issues. Issues that need to be considered as part of any management arrangement changes, or scheme designs, include: personal and property security issues; possible reduction in community involvement after dark; potential for increase in accidents; and possible increase in crime or fear of crime.
- 2.8.2 Community/personal safety fears are more acute within certain groups. When reducing the lighting in residential areas, it is appreciated that residents will be concerned about the fear of crime in their immediate environment.
- 2.8.3 People from certain socio-economic backgrounds can also be acutely affected, e.g. shift workers who may walk/cycle to work could be adversely affected by proposals to reduce lighting levels.
- 2.8.4 Changes to street lighting may affect those who are elderly or disabled, including wheelchair users, those that are unable to walk unaided, blind and partially sighted people, all of whom would find it increasingly difficult to get around with less lighting.
- 2.8.5 Modern well-designed street lighting can have some positive effects on some of those mentioned above. For example, providing white light assists greatly with night-time visibility and colour rendering. Providing an enhanced distribution (uniformity) of lighting can have a positive impact on those with visual impairments.
- 2.8.6 Detailed Equality and Rights Impact Assessments (ERIAs) will be required for any street lighting scheme that significantly reduces the level of street lighting as specified in Section 9 below.

3 Legislation and Regulations

- 3.1 Public street lighting systems, installed and maintained within the Council area, shall be guided by the legislation and regulations set out in Appendix 1 'Relevant Standards & Guidance'.
- 3.2 To achieve a consistent approach to the provision of street lighting, the appropriate levels for each specific class of road, pavement, cycle path, etc. must be determined by taking account of:
- the use of the road for vehicles, pedestrians or cycles;
 - the traffic flow and speed;
 - local amenities, such as shops, leisure centres, schools, churches and medical centres, which may affect the night-time use of the road;
 - the location of the road (rural or urban); and
 - any environmental aspects.
- 3.3 Each category of road, pavement, cycle path, etc. will have its own specific requirements, which will affect the level of lighting to be provided. The current British Standards for Street Lighting are BS 5489: 2013 and BS EN 13201: 2015. These standards provide recommendations on the general principles of street lighting, its aesthetic and technical aspects, and advise on operation and maintenance.

4 Main Objectives

- 4.1 Street Lighting covers the lighting of all types of road and public thoroughfare, assisting traffic safety and ease of passage for all users. In this respect, good lighting can be one of the measures used to reduce night-time traffic collisions.
- 4.2 Street Lighting can allow pedestrians to see hazards, orientate themselves, recognise other pedestrians and feel more secure. It also has a wider social role, with the potential of helping to reduce crime and the fear of crime, and can contribute to commercial and social use at night of city centres and tourist locations by improving the night-time appearance.
- 4.3 When taking account of the above objectives, the main considerations include:
- The provision of appropriate lighting;
 - Electrical and structural safety and testing;
 - The reliability of equipment;
 - Whole-life costs;
 - A coordinated approach to lighting;
 - The location and access to equipment;
 - Use of innovative solutions; and
 - The management and control of lighting levels.

5 General Arrangements

5.1 All street lighting work undertaken by, or on behalf of, the Council will support the general statements listed below.

G1 Street Lighting will be on “all night”.

This will be realised by utilising a Central Management System for the accurate switching of lights.

G2 Street Lighting sources will be white light.

This will be realised by adopting the mechanisms in the specific arrangements that follow.

G3 The visual impact of lighting systems will be minimised and, where possible, the local environment enhanced.

This will be realised by: providing the minimum level of lighting equipment in line with the identified need; locating columns and equipment to blend with (or enhance) the surroundings; considering the use of wall mounted fittings; and considering the use of alternative light sources.

G4 Lighting systems shall minimise light pollution to the night sky.

This will be realised by: following the guidance set out in the ILP Guidance Notes for the Reduction of Obtrusive Light, and the Scottish Government guidance note ‘Controlling Light Pollution and Reducing Lighting Energy Consumption’.

Lighting systems shall be designed to minimise obtrusive light.

Obtrusive artificial lighting can be subject to the provisions of Statutory Nuisance under the Public Health etc (Scotland) Act 2008 and any issues of artificial light adversely impacting a person’s reasonable use of their property can be investigated by the local authority.

G5 Waste from lighting systems shall be eliminated, reduced or recycled.

This will be realised by: using Light Emitting Diodes (LED’s), lamps with a longer life; minimising the number of lighting units; and considering the whole life cost of components (including the cost of disposal).

G6 Lighting systems shall minimise the use of energy.

This will be minimised by: using appropriate technologies; ensuring new schemes are correctly designed with optimum spacing; and monitoring the operating hours of equipment (through a Central Management System) to ensure they are optimised.

G7 Energy will be procured by the most advantageous means.

This will be realised by: ensuring there is an accurate inventory of street lighting apparatus; monitoring energy charges levied by the Distribution Network Operator; and continuing to procure energy through joint tenders with other Roads Authorities.

G8 We will continue to work with the Electricity Company (Distribution Network Operator – DNO) to ensure good provision of electrical services to our apparatus.

This will be realised by: working with the Distribution Network Operator in line with the Service Level Agreement; and ensuring all instructions issued to the DNO are accurate and include all information they require.

G9 All staff shall be competent to carry out the duties of their role.

This will be realised by: ensuring all operatives employed by the Council, its contractors and sub-contractors are (or will be) trained and competent for their area of work; and ensuring that staff are up to date with the latest developments within street lighting.

6 Lighting Standards

- 6.1 The Council will adopt a zoning system to define the lighting standards applicable to an area, setting out where public street lighting will be provided and the types to be specified.
- 6.2 All new public lighting installations within the Council area shall be designed in accordance with the latest versions of BS 5489 and BS EN 13201 wherever practicable and justifiable, based on the zone definitions below. Any proposed lighting should be questioned as whether it is required.
- 6.3 The detailed requirements of the four zones are set out below.
- 6.4 Zone E1 – Intrinsically Dark Landscapes
National Parks, Areas of Outstanding Beauty, etc**
- 6.4.1 Additional lighting should not be provided, unless a safety audit states that additional lighting will directly improve safety.
- 6.4.2 The provision of lighting in accordance with BS 5489 and BS EN 13201 will not be required and a more strategic approach adopted.
- 6.4.3 Where existing lighting is to be repaired, or replaced, consideration should be given to the need / reason for the retention of the unit, e.g. the possibility of lowering the wattage or removing the unit altogether should be considered.
- 6.4.4 Light pollution must be kept to a minimum, using suitable luminaires.
- 6.5 Zone E2 – Areas of Low District Brightness
Rural, small villages, or relatively dark urban locations**
- 6.5.1 The introduction of lighting into rural areas encourages alternative modes of transport and reduce the dependency on private motor vehicles. Care will be taken not to urbanise a rural location by the provision of an unsuitable and intrusive lighting scheme.
- 6.5.2 In rural areas alternatives to lighting, such as improved road delineation, use of reflective studs, signing and lining, should all be considered before lighting is introduced, with an integral approach used to develop proposals that best balance safety and environmental considerations.
- 6.6 Zone E3 – Areas of Medium District Brightness
Small town centres or urban locations**
- 6.6.1 New developments within Zone E3 shall be lit in accordance with BS 5489 and BS EN 13201.

**6.7 Zone E4 – Areas of High District Brightness
City Centres with high levels of night-time activity**

- 6.7.1 Lighting within Zone E4 shall be flexible to illuminate the area for motorists and provide an interesting and attractive setting for people to enjoy.
- 6.7.2 Zone E4 areas are generally bright and lively, however care shall be taken to control glare.

7 Design Requirements

7.1 All street lighting design work undertaken by the Council, or on behalf of the Council, will be in accordance with the latest versions of:

- British Standard (BS 5489)
- European Standard (EN 13201)
- ILP Technical Reports
- IEE Wiring Regulations
- CEC Standard Drawings
- Edinburgh Street Design Guidance
- Design Manual for Roads and Bridges
- Traffic Signs Regulations and General Directions

7.2 All street lighting design work will incorporate the statements listed below.

- D1 Street lighting design will seek to minimise obtrusive light.
- D2 Traffic calming features and cycle tracks will be illuminated, where required.
- D3 Pedestrian Crossings, signal-controlled junctions, Zebra Crossings and Pedestrian Subways and underpasses shall be illuminated.
- D4 All new light sources shall be 'white light' with a colour rendering index $R_a \geq 60$, and a colour temperature $\leq 4,300$ kelvin, subject to the local street scene.
- D5 All new installations shall have luminaires equipped with electronic DALI enabled control gear and 7-pin NEMA socket suitable for the Council's Central Management System (CMS). The Council will supply appropriate control nodes (at market rate).
- D6 All street lighting columns installed on the road shall be aluminium except in exceptional circumstances, with all poles for lit signs (sign columns) being steel except in exceptional circumstances.
- D7 Attachments shall not normally be permitted.
- D8 Permission must be formally requested (in writing) from the Council for the installation of CCTV, ANPR and/or wireless equipment.
- D9 Design of lighting for the World Heritage Site will require approval from Edinburgh World Heritage, with Conservation Areas requiring approval from the Council's Planning Section.

7.3 Obtrusive Light

7.3.1 Obtrusive light (often referred to as Light Pollution) is light that falls outside the area to be illuminated or causes annoyance, discomfort and distraction to the public, and is classed as a statutory nuisance under the Public Health etc (Scotland) Act 2008. The effects of obtrusive light include:

- illuminating adjoining premises;
- impairing the view of the night sky; and
- keeping people awake during the night or disturbing sleep patterns.

7.3.2 The effects highlighted above shall be minimised through the selection of the correct column height and luminaire for each installation.

7.3.3 Where obtrusive lighting is expected, a shield should be specified as part of the design process, where suitable, with lighting of the public road/pavement being a priority.

7.3.4 Customer queries regarding obtrusive light shall be considered on an individual basis, and alternatives explored before the installation of a shield.

7.4 Traffic Calming

7.4.1 Traffic calming is designed to reduce the speed and type of traffic using a street or an area. It achieves this aim by physically reducing the width of the road or by adding obstacles in the way of the motorist such as vertical (speed humps/cushions) or horizontal deflections (chicanes or pinch points) of the road.

7.4.2 As a minimum, lighting on roads which contain traffic calming is designed to the levels specified in BS 5489 and EN 13201. This also covers the approaches and all traffic calming features. The lighting of the traffic calming shall also be designed in accordance with ILP's 'TR 25 Lighting of Traffic Calming Features'.

7.5 Cycle Tracks

7.5.1 If the need for lighting has been identified, cycle tracks shall be illuminated in accordance with ILP's 'TR 23 Lighting of Cycle Tracks', BS 5489 and EN 13201.

7.6 Pedestrian Crossings and Subways

7.6.1 Pedestrian and traffic signal controlled pedestrian crossing points are areas of high conflict between pedestrians crossing the road and motorists.

7.6.2 All pedestrian crossing shall be illuminated in accordance with ILP's 'TR 12 Lighting of Pedestrian Crossings', BS 5489 and EN 13201.

7.6.3 Signal Controlled Crossings (Pelican and Puffin)

7.6.3.1 Street lighting at signal-controlled pedestrian crossings shall be designed in accordance with BS 5489 and EN 13201.

7.6.4 Zebra Crossings

7.6.4.1 All zebra crossings shall be illuminated in accordance with BS 5489, EN 13201 and ILP's 'TR 12 Lighting of Pedestrian Crossings'.

7.6.4.2 Street lighting, near the crossing, shall comply with BS 5489 and EN 13201. The lighting levels either side of the crossing should relate to the traffic speed and local circumstances.

7.6.5 Pedestrian Subways and Underpasses

7.6.5.1 Lighting of subways and underpasses shall be designed in accordance with BS 5489 and in consultation with the Structural Engineer responsible for the structure.

7.7 Park and Ride Sites

7.7.1 Lighting of Park and Ride Sites shall be designed in accordance with section 7.4.8 of BS 5489.

7.8 Light Sources

7.8.1 The preferred light sources for new street lighting installations shall provide good uniformity and the lowest whole life energy solution.

7.9 Luminaire Specification

7.9.1 The luminaire used on street lighting schemes will depend on the area and type of lighting being provided.

7.9.2 Luminaires can be grouped to their use under the following headings:

- Functional – Generally used where maximum utilisation of the light output is required.
- Decorative – Generally used where a decorative and aesthetically pleasing appearance (both by day and night) are required.
- Functional Decorative – Combining good optical performance in a decorative body.

7.9.3 Luminaires on all new installations shall be energy efficient and provide adaptive lighting.

7.9.4 Luminaires shall be capable of being fitted with nodes to communicate with the Council's Street Lighting Central Management System (CMS).

7.9.5 Luminaires shall be of a high Ingress Protection (IP) rating (minimum 65) and of modular construction to provide future proof structure for installing the latest technologies.

7.10 Column Specification

- 7.10.1 All new street lighting columns shall be aluminium (except in exceptional circumstance) and manufactured in accordance with the Council's detailed Column Specification.
- 7.10.2 All raise and lower columns will be mid-hinged to allow easy maintenance.
- 7.10.3 New columns shall be positioned consistently throughout the scheme, taking account of tree canopies, windows, driveways, overhead/ underground cables, basements, cellars, buildings and the local road geometry.

7.11 Attachments

- 7.11.1 Existing street lighting columns, other than those installed in recent years, are not designed to take additional loading from any type of attachment. Given the age of many columns, an attachment could result in damage or structural failure, therefore any proposed attachment must first receive written authority from the Council's Street Lighting function.
- 7.11.2 Where street lighting columns are to be used to carry additional loads, such as traffic signs, banners, flags and Christmas decorations, they should be designed to carry the additional load. Columns manufactured to the Council's detailed Specification are designed to carry traffic signs and banners, as follows:

Column Height	Attachment
5m 6m	Class B Sign weighing 5kg and 0.6m ² , centrally mounted 3m above ground level together with a sign lighting unit weighing 4kg and wind area of 0.03m ² at a nominal height of 3.75m above ground level plus a Clamp Style Hanging Basket weighing 40kg and with a wind area of 0.21m ² at a height of 2.5m.
8m 10m 12m	Class B Sign weighing 5kg and 0.6m ² , centrally mounted 2.5m above ground level together with a sign lighting unit weighing 4kg and wind area of 0.03m ² at a nominal height of 3m above ground level plus a 1.6m x 600mm Flexible Banner with a reduction in area of 0.25m ² , mounted at 3.5 m above ground level.

- 7.11.3 Permission to erect signs and banners on existing columns is not granted unless it has been proven that the column can withstand the additional load by the column manufacturer. The column must also be structurally sound.
- 7.11.4 Some attachments (e.g. banners) may also require approval from Planning and Edinburgh World Heritage.
- 7.11.5 Catenary supported attachments are not permitted to cross the road without permission of the Council.
- 7.11.6 Applicants are responsible for ensuring all necessary permissions, approvals and insurances have been obtained.

7.12 CCTV, ANPR or Wireless Communications

- 7.12.1 The erection of equipment on street lighting columns can only take place after the Council's Street Lighting function has confirmed the suitability and stability of the column.
- 7.12.2 The requirements for fixtures being approved include:
- Equipment remains the responsibility of the installing body.
 - The installing body have adequate public liability insurance to indemnify the Council.
 - The installing body ensures compliance with any planning or communications equipment licensing requirements.
 - Equipment shall be removed immediately upon request of the Council, or removed by the Council, at the owner's expense if there are concerns about the safety of the system.
 - Equipment is manufactured with supports and mounting points capable of supporting the equipment.
 - All systems shall be rated at 25v SELV. For systems sited at least 3.5m above the road, mains voltage (230v) may be used. For all systems, the installer must ensure that the requirements of BS 7671 are met and (where appropriate) supplementary protection by use of a 30mA RCD shall be given.
 - All equipment is erected in compliance with the following (or updates):
 - Health and Safety at Work Act 1974
 - The Construction (Design and Management) Regulations 2015
 - Electricity at Work Regulations 1989
 - BS 7671 17th Edition Wiring Regulations 2008
 - New Roads and Street Works Act 1991
 - Traffic Management Act 2004
 - Traffic Signs Regulations and General Directions 2016
 - Each installation is tested, with the electrical test certificates and test results passed to the Council's Street Lighting function.
 - If power is required to be supplied from within the supporting column, a suitable (approved) switching arrangement must be installed with all costs

(including ongoing energy costs) agreed by the Council and paid by the installing body.

- All fixings shall be designed to prevent galvanic corrosion between it and the supporting column.
- All temporary fixings used to attach the equipment to the column is always free from corrosion and is removed at the end of the licence period.
- Any damage to the column, or its protective surface, is made good upon removal of the equipment.
- Catenary supported lighting is not permitted to cross the road without permission of the Council.

7.13 World Heritage Site and Conservation Areas

- 7.13.1 Careful consideration shall be taken when selecting suitable locations for street lighting equipment, with every effort made to reduce street clutter.
- 7.13.2 For reasons of authenticity, the locations of street lighting equipment should take account of historic street lighting types and positions.
- 7.13.3 The choice of lights and columns should take account of the character of the area and follow the zoning system in Section 6 of these arrangements.
- 7.13.4 Columns shall not be located where they block important views of historical buildings / areas.
- 7.13.5 Existing columns and lamp holders shall be preserved (in their original positions) and re-used wherever possible.

8 Maintenance

8.1 The Council has a statutory duty of care to ensure road electrical equipment is maintained in a safe condition, with all systems of public street lighting maintained to a standard that ensures their safe, economic, effective and reliable operation.

8.2 All street lighting maintenance work undertaken by, or on behalf of, the Council will incorporate the statements listed below.

M1 All public street lighting will be maintained to a standard that ensures they operate safely, economically and effectively.

M2 All street lighting columns are electrically tested every six years.

M3 All street lighting columns are subject to a structural inspection every six years and structurally tested six years before the end of their design life and every six years thereafter.

M4 All maintenance activities are recorded on the Council's asset management system.

M5 Street lighting columns will not normally be painted.

M6 Street lighting faults will be repaired in accordance with this document.

8.3 Fault Detection and Reporting

8.3.1 Faulty street lighting equipment will be identified by the following methods:

- Reported by the Street Lighting Central Management System
- Reported by the public

8.3.2 All street lighting equipment displays an asset number, which enables members of the public to accurately identify faulty apparatus. The numbering system used is:

- Columns – Three letters and two or three numbers (i.e. ABC12)
- Lit Signs – Two numbers and two letters (i.e. 34DE)
- Bollards and Centre Island Poles – Two letters and two numbers (i.e. FG56)

8.3.3 Street lighting faults can be reported by way of the Contact Details provided in Appendix 5 of these Arrangements.

8.4 Reactive Maintenance Response Times

8.4.1 The response times for reactive maintenance activities are:

<u>Nature of Fault</u>	<u>Response Time</u>
Emergency Repairs (i.e. life & limb situations)	4 hours
Priority Repairs (i.e. dark lights)	5 working days
Non-priority Repairs (i.e. where lamp is not dark)	20 working days

8.4.2 The repair of faults involving any District Network Operator equipment is dependent on the performance of third parties and are outside the direct control of the Council.

8.5 Electrical Testing

8.5.1 The electrical testing of all street lighting, illuminated signs and illuminated bollards will be undertaken and recorded in accordance with BS 7671 and Guidance Note 3: Inspection & Testing (Electrical Regulations). Any item that fails the test will be made safe and programmed for repair.

8.6 Structural Inspection and Testing

8.6.1 The structural inspection and testing of all street lighting will be undertaken in accordance with the “Well-managed Highway Infrastructure: A Code of Practice Part D. Lighting”, and The ILP Technical Report 22 Managing a Vital Asset: Lighting Supports. Following the inspection, the lighting column will be categorised for condition and any remedial work programmed.

8.7 Lit Signs

8.7.1 All existing lit signs will be assessed to current standards and will be replaced with non-illuminated units where regulations permit.

8.8 Lit Bollards

8.8.1 All existing lit bollards will be assessed to current standards and replaced with high-reflectivity, non-illuminated bollards where appropriate.

8.9 Recycling and Waste Disposal

8.9.1 Lamps and luminaires must be recycled where possible and disposed of appropriately. Most lamps are considered hazardous waste and must be disposed of in accordance with the Waste Electrical and Electronic Equipment (WEEE) Regulations 2013.

9 Carbon and Energy Management

9.1 The Council's Carbon Management Plan (CMP) sets out the framework for reducing our carbon emissions (from our buildings and activities) from 2015/16.

9.2 The CMP is an important part of the Council's overall approach to climate change, helping to meet citywide climate targets set out in Sustainable Edinburgh 2020 and contributing to mandatory reporting requirements.

9.3 The CMP can be viewed on the Council's website: www.edinburgh.gov.uk.

9.4 Energy Procurement

9.4.1 The Council's Corporate Governance function maintains a database of the Council's energy consumption within all council-owned properties and assets (including street lighting).

9.4.2 The Council utilises the Scottish Government Electricity Framework Agreement for the supply of half hourly, non-half hourly and domestic metered sites, and unmetered supply points.

9.4.3 The Council's street lighting energy consumption is calculated 'dynamically' using actual sunrise/sunset times from a PECU Array (an array of Photo Electric Cell Units, set up to be representative of and record the actual switch off/on times of lighting units). As part of the Street Lighting Renewal Project, the Council is introducing a Central Management System (CMS), which will track actual energy consumption.

9.4.4 Energy cost calculations for unmetered energy supplies are carried out by a 'meter administrator'. The Council's current independent meter administrator is Power Data Associates.

9.4.5 The energy consumption, measured in kilowatt hours (kWh), is used to calculate the Council's carbon emissions resulting from the Street Lighting inventory. This is measured and monitored based on the inventory data submitted to the Council's energy supplier.

9.5 Energy Measurement

9.5.1 The Council will continue to investigate, and where appropriate, introduce energy efficient street lighting technologies to reduce energy consumption.

9.5.2 Proposals will include:

- Removing non-essential street lighting, illuminated bollards and illuminated signs.
- Upgrading old outdated and inefficient lanterns to modern energy efficient units.

- 9.5.3 To monitor energy savings, it is important to establish baseline data. This requires an accurate inventory, with each lighting unit having a unique address (GPS position) along with the lamp and circuit watts with the corresponding charge (UMSUG) code number. The UMSUG code number is recognised by the energy supply companies and is used to calculate the electricity used by each street light. Street Lighting products that do not have an UMSUG code number will not normally be used.
- 9.5.4 Electricity consumed by Street lighting is measured in kilowatt hours (kWh) and a tariff is agreed for the price of each kWh between the supplier and the Council. Payments for electricity consumed are currently made monthly.
- 9.5.5 The energy consumed by the street light (i.e. lamp and control equipment) will be multiplied by the number of lights in each category (with the same UMSUG code) and by the number of hours that the lights are lit.
- E.g. (4000320000100) 32 watts x (808) 4,090 hrs = 130.88 kwh

9.6 Adaptive Lighting Levels

- 9.6.1 Introduction of the Central Management System (CMS), as part of the Street Lighting Renewal Project, will allow the Council to have direct control of street lights, with the ability to adjust the light output of each light individually.
- 9.6.2 The CMS will provide the ability to adapt lighting to local situations, such as increasing the output near crime hotspots and traffic junctions during busy periods.
- 9.6.3 The CMS will provide the ability to reduce energy usage through trimming (turning lights on later) and dimming (reducing light output during off-peak hours).
- 9.6.4 Further information on Adaptive Lighting and the management of requests is provided in Section 11 of these Arrangements.

10 Developments, New Schemes and Alterations

10.1 Developments

10.1.1 All proposed Road Construction Consents should be provided with a public lighting system and illuminated traffic signs / bollards, where appropriate as part of the agreement.

10.1.2 Adoption Procedure

10.1.2.1 For a new development to be adopted, the design and specification of the proposed lighting arrangement shall be agreed by the Council (prior to installation) and shall be designed in accordance with these Arrangements and the adoption policy for residential roads.

10.1.2.2 Once the development is adopted, the Council shall ensure that the street lighting equipment is added to the inventory at the earliest opportunity.

10.1.2.3 All lighting systems on new developments shall be inspected to ensure the equipment is fully operational and can be maintained before it is adopted.

10.1.2.4 Test certificates, witnessed by the Council, are also required before adoption can proceed.

10.1.2.5 The Council shall not be responsible for the costs associated with energy consumption until the equipment is adopted.

10.1.3 Technical Approval

10.1.3.1 The Technical Approval process shall meet the requirements of these Arrangements.

10.2 New Schemes

10.2.1 Road Improvement Schemes

10.2.1.1 When new traffic management measures or pedestrian crossing facilities are installed, it may be necessary to upgrade the existing street lighting in the area. Such improvement schemes may include:

- Traffic calming;
- Controlled and pedestrian crossings;
- Road realignments;
- Junction improvements;
- Road safety enhancements; and
- Installation of cycle lanes.

10.2.1.2 The extent of the lighting design should be in line with the relevant standards and guidance (see Appendix 1).

10.2.2 Community Safety Schemes

- 10.2.2.1 All requests for additional street lighting should be made in writing to the Council.
- 10.2.2.2 The Council will evaluate and prioritise new or improvement street lighting schemes by considering a range of factors. These include:
- Available funding;
 - Road safety and accident reduction;
 - Crime prevention;
 - Environmental issues;
 - Historic enhancement;
 - Public Realm enhancement;
 - Local Transport Strategy;
 - Modes of Transport; and
 - Traffic and/or pedestrian volumes.

10.3 Alterations

- 10.3.1 All enquiries by the public for additional street lighting, or alteration to the existing street lighting, should be made in writing to the Council.

10.3.2 New or Additional Street Lighting

- 10.3.2.1 Requests for additional street lighting for any purpose other than Council schemes will be re-chargeable. This will be confirmed to the requestor/applicant prior to the commencement of any work.
- 10.3.2.2 The factors considered include:
- Consequences of changing the existing arrangements;
 - Impact on existing street lighting arrangements;
 - Impact on other stakeholders;
 - Road safety issues; and
 - Future maintenance implications.

- 10.3.2.3 The Council will manage each request on its individual merit.

10.3.3 Removing/Moving an Existing Street Light

- 10.3.3.1 All requests to remove or relocate a street light (including column) permanently or temporarily must be made in writing to the Council.
- 10.3.3.2 Before agreeing to each request, the Council will consider:
- The reason for the request;
 - The duration of the request;
 - The impact of the request on the existing street lighting;
 - The future maintenance of the unit; and
 - The impact of the proposal on residents and other road users.
- 10.3.3.3 The applicant is responsible for:
- Payment of all the Council's costs involved in advance of the works taking place;

- Payment of all third-party costs, including those of the electricity provider;
- Obtaining all relevant consents prior to commencement of the work;
- Providing written evidence of consultation to any proposal with relevant parties e.g. neighbouring proprietors and statutory bodies;
- Compliance with other Council policies and procedures; and
- Ensuring the Council's insurance and indemnity.

10.3.3.4 All costs, charges and liabilities will be made known to the applicant in writing.

10.3.3.5 The applicant will be responsible for any additional cost variations incurred for reasons beyond the Council's control such as moving unidentified, inaccurately recorded public utility apparatus.

11 Adaptive Lighting

11.1 General

- 11.1.1 In line with the shared vision of Edinburgh as a more sustainable city, it is important that a balance is found between becoming a more environmentally friendly city and keeping the citizens of Edinburgh safe.
- 11.1.2 Adaptive lighting defines the operation of lighting during periods of darkness. This includes:
- Adjusting the switch on/off times;
 - Adjusting the lighting levels based on use;
 - Part-night lighting; and/or
 - Switching off.
- 11.1.3 Adjusting the switch on/off times (also known as trimming), can be used to save energy with modern lighting taking less time to warm up.
- 11.1.4 Adjusting the lighting levels (based on use), can be used to meet the requirement for the conditions at a particular time of night and thereby applied according to street activity rather than remaining at a pre-determined level.

11.2 Adaptive Lighting Requests.

- 11.2.1 Requests for adaptive lighting shall only be accepted from Family & Household Support Officers, Community Police Officers or Elected Members, using the form detailed in Appendix 2.
- 11.2.2 The Approval Process for such requests is detailed in Appendix 3.
- 11.2.3 Approved requests will be regularly reviewed to ensure continued relevance, with lighting levels reinstated when the request expires.
- 11.2.4 To manage increases in energy consumption and carbon emission, any increase in lighting output will need to be balanced with an equivalent decrease elsewhere within the city or funded by the relevant requesting party/organisation.

12 Competence

12.1 General

12.1.1 Regulation 16 of the Electricity at Work Regulations states that “No person shall be engaged in any work activity where technical knowledge or experience is necessary to prevent danger or where appropriate, injury, unless he possesses such knowledge or experience, or is under such degree of supervision as may be appropriate having regard to the nature of the work”.

12.2 Design Staff

12.2.1 All persons involved with the design of public street lighting shall comply with the recommendations set by the Institution of Lighting Professionals – Competency Requirements for Lighting Design Staff and the Construction (Design and Management) Regulations 2015.

12.3 Operational Staff

12.3.1 All persons involved in the maintenance and installation of public street lighting shall be trained and instructed to ensure that they understand the safety procedures which are relevant to their work and should only work in accordance with any instructions or rules.

12.3.2 All persons working near a DNO supply shall have attended and passed the Engineering Recommendation G39 Assessment Course.

Appendix 1 – Relevant Standards & Guidance

Standards:

BS5489-1	Code of practice for the design of road lighting.
BS EN 13201-2	Road Lighting: Performance requirements.
BS EN 13201-3	Road Lighting: Calculation of performance.
BS EN 13201-4	Road Lighting: Methods of measuring lighting performance.
BS EN 13201-5	Road Lighting: Energy performance indicators.
BS 7671	Requirements for Electrical Installations.
BS 3998	Tree Work Recommendations.
IES LM79	Electrical and Photometric Measurements of Solid State Lighting Products.
IES LM80	Measuring Lumen Maintenance of LED Light Sources
IES TM21	Projecting Long Term Lumen Maintenance of LED Light Sources
	Electricity at Work Regulations.
	Health and Safety at Work Act.
	New Roads and Street Works Act (NRSWA).
	Traffic Management Act.

Guidance:

Scottish Government	Controlling Light Pollution and Reducing Lighting Energy Consumption
ILP	Guidance notes for the reduction of obtrusive light.
ILP PLG02	The application of conflict areas on the highway.
ILP PLG03	Lighting for subsidiary roads.
ILP PLG04	Guidance on undertaking environmental lighting impact assessments.
ILP PLG08	Guidance on the application of adaptive lighting.
ILP TR12	Lighting of pedestrian crossings.
ILP TR22	Managing a Vital Asset: Lighting Supports
ILP TR23	Lighting of cycle tracks.
ILP TR25	Lighting for traffic calming features.
ILP TR28	Measurement of Road Lighting Performance on Site.
ILP TR29	White light.

ILP GP03	Code of practice for electrical safety in highway electrical operations.
ILP GP10	Safety during the installation and removal of lighting columns etc.
ILP Guidance	Bats and Lighting in the UK.
ENA	Engineering Recommendation G39/1.
Secure by Design	Lighting against crime.
Traffic Signs Manual (Chapter 8) – Traffic safety measures and signs for road works.	
Edinburgh Street Design Guidance	
A Sustainable Lighting Strategy for Edinburgh – approved by the City of Edinburgh Council’s Planning Committee on 14 June 2012.	
Old and New Towns of Edinburgh World Heritage Site Management Plan 2017 – 2022	

Appendix 2 – Adaptive Street Lighting Request Form

Referring Officer/Councillor:

Locality Office:

Request Location (Street/Post Code):

Case allocation number (CCTV):

Description of Incidents Causing Concern	
Evidence of Incidents Causing Concern (APP reference numbers, Case Numbers, Statistics etc.)	
Additional resources if there is any planned activity in the area	
Initial Timeframe	

Signed:

Date:

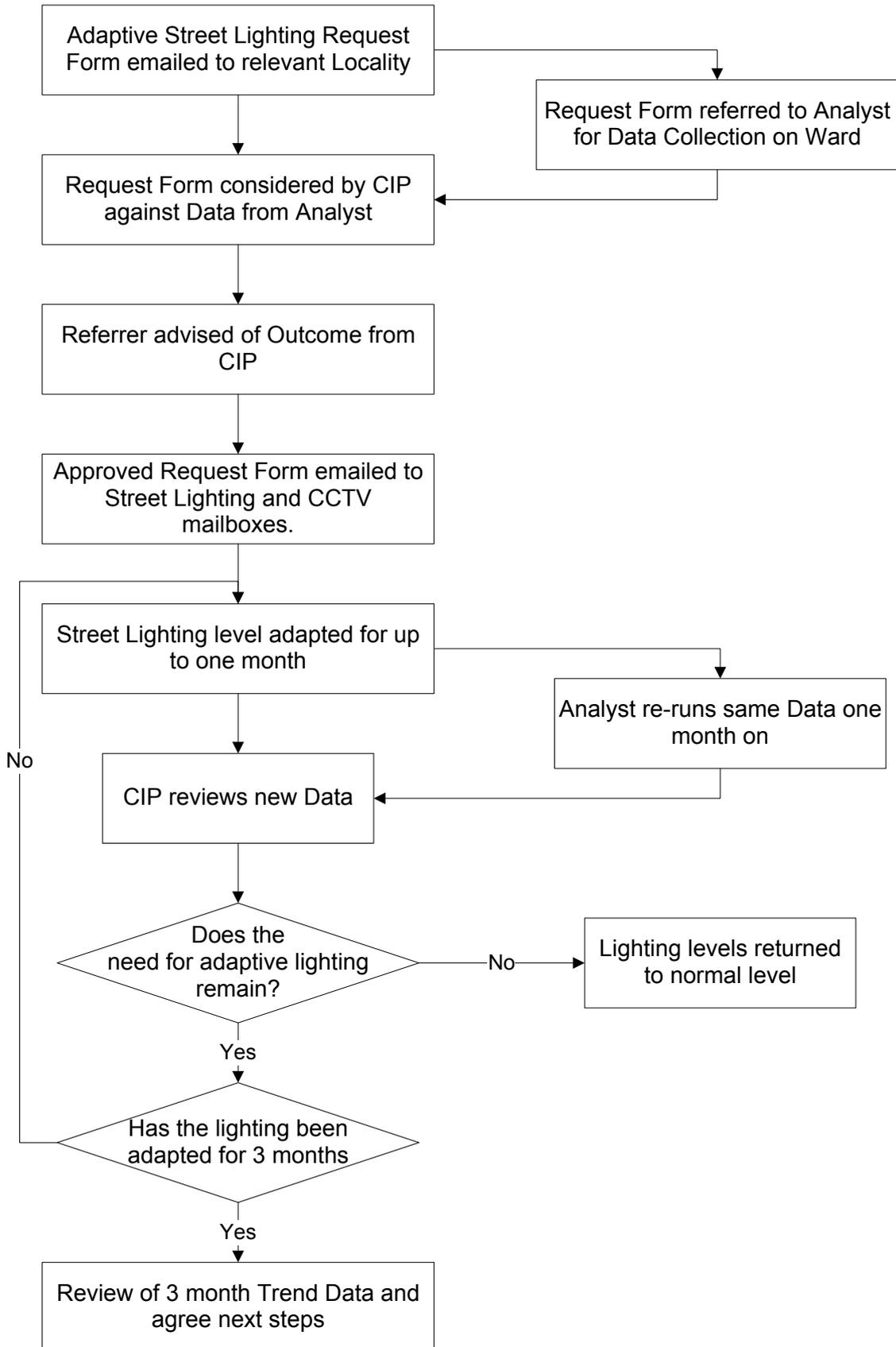
Locality Manager/Family & Household Support Manager Signature:

Date:

Review Stage	Continue Lighting Increase	Return to Normal	Approved by
1 st Review Date of CIP Meeting			
2 nd Review Date of CIP Meeting			
3 rd Review			

Date of CIP Meeting			
---------------------	--	--	--

Appendix 3 – Adaptive Street Lighting Approval Process



Appendix 4 – Glossary of Terms

ANPR	Automatic Number Plate Recognition
CCTV	Close Circuit Television
CIP	Community Improvement Partnership
CMP	Carbon Management Plan
CMS	Central Management Service
CRC	Carbon Reduction Commitment
DNO	Distribution Network Operator
ILP	Institution of Lighting Professionals
LED	Light Emitting Diode
PECU	Photo-Electric Cell Unit
UMSUG	Unmetered Supply User Group
WEEE	Waste Electrical and Electronic Equipment

Appendix 5 – Contacts

Reporting of Faults:

Council Contact Centre	0131 200 2000
Clarence (Freephone) Service	0800 23 23 23
Council Website	www.edinburgh.gov.uk

Transport and Environment Committee

10.00am, Thursday 9 August 2018

Carbon Literacy Update August 2018

Item number	7.15
Report number	
Executive/routine	Executive
Wards	
Council Commitments	

Executive Summary

This report outlines the key findings, challenges and next steps of a pilot Carbon Literacy programme undertaken in Edinburgh from March 2016 to March 2017. The pilot was commissioned by the Edinburgh Sustainable Development Partnership, part of the 'family' of partnerships under the Edinburgh Partnership.

Carbon Literacy Update August 2018

1. Recommendations

- 1.1 To note the successful completion of the pilot Carbon Literacy Programme and the valuable work the Workers Educational Association Scotland have done to ensure its completion.
- 1.2 To note that next steps will be planned following the Edinburgh Partnership review and be informed by the outcome of the audit of council climate change and sustainability activity being reported to Corporate Policy and Strategy Committee by December 2018.

2. Background

- 2.1 The Edinburgh Partnership Board at its meeting in December 2014 agreed that the next Edinburgh Community Plan 2018-21 should be based upon the three principles of sustainability – *Environment, Social and Economic*. The Edinburgh Sustainable Development Partnership (ESDP) as a strategic partnership of the Edinburgh Partnership is therefore seeking ways to develop citizens', organisations' and other stakeholder's awareness, knowledge and engagement with sustainability in order to fully contribute and benefit from this approach.
- 2.2 Whilst researching approaches that other cities have taken, the ESDP became aware of the Carbon Literacy Programme delivered by a Community Interest Company called Cooler Projects which is based in Manchester. Manchester's Climate Change Action Plan 2009 identified two key aims – *reduce carbon emissions by 41% by 2020* and *create a low carbon culture*. Edinburgh has an equivalent plan, its Sustainable Energy Action Plan (SEAP) which is led by the council but key to its success is the involvement of large businesses and organisations across the city.
- 2.3 Edinburgh's Carbon Literacy Programme was developed to address the cultural and behavioural changes needed to reduce carbon emissions. It is a unique behavioural change project designed to address the issues around sustainability and climate change by assisting individuals to make small, simple steps to reduce their carbon footprint. Training is offered to anyone that lives, works or studies in the city. The training is bespoke to the organisation, group or individual's needs, is integrated into training programmes and is supported by an approved certification system. A key element of the training is to effectively engage with the public. Learners are encouraged to develop their own responses to lowering their carbon footprint and identifying actions to reduce their personal or their organisation's

footprint. The SEAP aims to reduce carbon emissions by 42% by 2020 making a clear link with a carbon literacy programme for Edinburgh.

3. Main report

Progress

- 3.1 The ESDP secured funding of £8,000 from the Edinburgh Partnership's enabling grant fund to pilot an Edinburgh-specific version of Manchester's Cooler Project's Carbon Literacy Programme with three organisations based in the city. It was proposed that there would be one organisation from each of the following sectors - private sector, public agency and the third sector. The key purpose was to raise awareness among people, particularly, those who wouldn't necessarily consider becoming carbon literate. The pilot project was delivered by the Workers' Educational Association (WEA) Scotland.
- 3.2 Time and effort was employed at the start of the pilot to get participants engaged. From the business sector, Lloyds Banking Group were approached but were unfortunately unable to participate in the project so Festivals Edinburgh took up the opportunity instead. WEA planned, prepared and evaluated two full day Carbon Literacy courses for Festivals Edinburgh for nineteen participants from across the Edinburgh Festivals. The courses were delivered by Creative Carbon Scotland. All nineteen participants achieved Cooler Projects Carbon Literacy certification.
- 3.3 A half day Carbon Literacy Masterclass was held with NHS Lothian. Thirty people were in attendance across NHS Lothian Facilities: estates, catering, portering and domestic services along with six heads of service.
- 3.4 WEA Scotland was the third organisation who took part in the pilot. WEA staff attended a one day Carbon Literacy Course with seven participants attending (including staff, tutors and voluntary members). All participants achieved the Cooler Projects Carbon Literacy certification.
- 3.5 Cooler Projects reported that the training was of an excellent standard with respect to the standard of the Criteria Checker and the training materials prepared by WEA. An Awards ceremony was held in the City Chambers on 12 October 2017 to celebrate those receiving their Carbon Literacy Programme certification.

Key Findings and Challenges

- 3.6 Learning from the pilot included:
 - 3.6.1 Cooler Projects' Carbon Literacy Curriculum is effective for developing carbon literacy among organisations and their staff;
 - 3.6.2 There is a need for bite size taster awareness sessions to evidence need and build demand for the full training;
 - 3.6.3 Learning should focus on more participatory and social methods;

- 3.6.4 The current offering is challenging for those with additional support needs, so a range of learning styles should be offered;
 - 3.6.5 Benefits of working with Skills Development Scotland & Keep Scotland Beautiful to enable learning programmes to support low carbon employment in the city; and
 - 3.6.6 The ESDP should explore progression routes with further and higher education institutes.
- 3.7 Some of the challenges included:
- 3.7.1 The cost of the criteria checking was difficult for some organisations;
 - 3.7.2 It is also difficult for some organisations to commit staff to a full day of training;
 - 3.7.3 There was initial uncertainty about the standard required by Cooler Projects which meant the process was more labour intensive than planned for;
 - 3.7.4 Organisations who participated felt there was a greater need for carbon literacy to be focused on income maximisation through energy efficiency; and
 - 3.7.5 Workplaces are more interested in certification if an SCQF levelled SQA qualification is available. Cooler certification isn't yet something that is valued by workplaces in Edinburgh.
- 3.8 Once the pilot was completed, WEA suggested two next steps. The first was to work with partners to develop three 1½ hour bite size SCQF levelled programmes of learning around:
- (i) Climate Change & Climate Justice;
 - (ii) Income Maximisation through Energy Efficiency; and
 - (iii) Action for Sustainability.
- 3.9 The second step was to roll out a progression route from the bite sized learning to the full day Carbon Literacy accredited training. These could be delivered in community, schools, colleges, universities and workplaces. There is an opportunity to work with further and higher education sector to identify progression routes.

Next Steps

- 3.10 The current review of the Edinburgh Partnership has meant that the ESDP has not met since February and is awaiting the outcome of the review before deciding the way forward for the partnership.
- 3.11 This has meant that progress on taking forward the Carbon Literacy Programme following the completion of the pilot is also stalled at this time. There is currently £1,992 left of the £8,000 funding received at the start of the pilot. This is restricted and can only be spent on the Carbon Literacy Programme. The next steps for taking forward the Carbon Literacy Programme will be dependent on the outcomes of the Edinburgh Partnership review.

- 3.12 Future actions will also be informed by the outcome of the audit of council climate change and sustainability activity being reported to Corporate Policy and Strategy Committee by December 2018.

4. Measures of success

- 4.1 Following the completion of the pilot, the rolling out of the Carbon Literacy Programme citywide.
- 4.2 SEAP delivering 41% carbon reduction by 2020.
- 4.3 Ongoing meaningful engagement with individuals and large organisations.

5. Financial impact

- 5.1 A ringfenced budget for the programme has been set aside to be used following review of the Edinburgh Partnership.

6. Risk, policy, compliance and governance impact

- 6.1 As this is an update on an ongoing programme, there are no further impacts on risk, policy, compliance or governance.

7. Equalities impact

- 7.1 As this is an update on an ongoing programme, there are no further impacts on equalities.

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 As outlined in the report above, a number of organisations have been engaged with throughout the pilot and through the Edinburgh Partnership.

10. Background reading/external references

10.1 N/A

Andrew Kerr

Chief Executive

Contact: Eleanor Cunningham, Acting Policy Unit Manager

E-mail: Eleanor.cunningham@edinburgh.gov.uk | Tel: 0131 553 8220

11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday 9 August 2018

Appointments to Working Groups – 2018/19

Item number	7.16
Report number	
Executive/routine	Executive
Wards	

Executive Summary

The Transport and Environment Committee is required to annually re-appoint the membership of its working groups. This report sets out the proposed membership of these working groups for 2018/19.

Appointments to Working Groups – 2018/19

1. Recommendations

- 1.1 To appoint the membership of the Working Groups for 2018/19 as detailed in Appendix 1 to the report.

2. Background

- 2.1 The Transport and Environment Committee on 10 August 2017 appointed membership to its Working Groups for 2017/18.
- 2.2 At its meeting of 5 October 2017, the Committee agreed that the Cammo Estate Advisory Group had status of a working group, and appointed the membership.

3. Main report

- 3.1 The Committee is required to appoint the membership of its working groups for 2018/19.
- 3.2 While there is no requirement for the membership of working groups to be proportionate to that of the Council, it is suggested that this is good practice. The proposed membership has therefore been adjusted to reflect the overall political balance on the Council. It is, however, open to the Committee to alter the membership where it feels this is warranted.
- 3.3 The proposed membership structures are set out in Appendix 1 of this report.

4. Measures of success

- 4.1 Not applicable.

5. Financial impact

- 5.1 The resources for working groups will be met from existing directorate budgets.

6. Risk, policy, compliance and governance impact

- 6.1 Committee is required to appoint the membership of working groups within its remit.

7. Equalities impact

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

8. Sustainability impact

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

9. Consultation and engagement

9.1 Not applicable.

10. Background reading/external references

10.1 [Transport and Environment Committee, 10 August 2017](#)

10.2 [Transport and Environment Committee, 5 October 2017](#)

Andrew Kerr

Chief Executive

Contact: Veronica MacMillan, Committee Services

E-mail: veronica.macmillan@edinburgh.gov.uk | Tel: 0131 529 4283

Active Travel Forum – 1 Member (Convener of the Transport and Environment Committee)	
Councillor Macinnes (Convener)	
Carbon, Climate and Sustainability Working Group – 5 members – Convener and Vice-Convener of the Transport and Environment Committee, 1 Conservative, 1 Green and 1 SLD.	
Councillor Macinnes (Convener) Councillor Doran (Vice-Convener) Councillor	Councillor Councillor
Local Access Forum – 1 member – Convener of the Transport and Environment Committee.	
Councillor Macinnes (Convener)	
Central Edinburgh Development Working Group – 9 members – Convener and Vice Convener of the Transport and Environment Committee, Housing and Economy Committee, Convener of the Planning Committee, 2 Conservative, 1 Green and 1 SLD.	
Councillor Macinnes Councillor Kate Campbell Councillor Gardiner Councillor Cook Councillor Gloyer	Councillor Doran Councillor Lezley Marion Cameron Councillor Mowat Councillor Miller
Tram All Party Oversight Group – 10 members – Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.	
Councillor McVey Councillor Day Councillor Macinnes	Councillor Booth Councillor Aldridge Councillor Burgess

Councillor Doran Councillor Cook	Councillor Gloyer Councillor Kate Campbell
Transport Forum – 5 members – 1 SNP, 1 Conservative, 1 Labour, 1 Green, 1 SLD	
Councillor Macinnes Councillor Burgess Councillor Gloyer	Councillor Booth Councillor Cook
Zero Waste Cross Party Cross Council Group – 5 members – 1 SNP, 1 Conservatives, 1 Labour, 1 Green, 1 SLD	
Councillor Councillor Councillor	Councillor Councillor
Cammo Estate Advisory Committee	
Councillor Hutchison	Councillor Work

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Progress in Implementing the Integrated Weed Control Programme

Item number	8.1
Report number	
Executive/routine	Routine
Wards	All
Council Commitments	

Executive Summary

Following consideration of an Integrated Weed Control Programme in October 2017, this report provides an update to Committee on progress in controlling weed growth across the city's streets, parks and other public open spaces.

It demonstrates that due to a winter "deep clean", a dry May and June, and the introduction of weed rippers and quad bikes to the treatment fleet, the Council has (as of June 2018) been far more effective in its weed control coverage than in previous years.

However, we will not be able to quantify the herbicide volume used in controlling weeds until later in the year. As of 25 July 2018 it totalled approximately 2800 litres.

Progress in Implementing the Integrated Weed Control Programme

1. Recommendations

- 1.1 That Committee notes this update on the management of weeds in streets, parks and other public spaces.

2. Background

- 2.1 Glyphosate is the active ingredient in most licensed herbicides, preventing plants from making proteins that are needed for growth. Although glyphosate binds tightly to soil it can persist until broken down by bacteria. Although glyphosate itself is low in toxicity, herbicide usually contains other toxic ingredients that aid absorption into plants. Potential symptoms of sustained exposure to herbicide include nasal, eye, or skin irritation. Pets may also be at risk if they touch or eat plants that have been recently treated.
- 2.2 Some studies suggest that glyphosate has carcinogenic potential, whilst others have associated glyphosate use with non-Hodgkin lymphoma and reproductive problems. However, in 2017 the European Chemicals Agency and the European Food Safety Authority both concluded that there is no evidence to link glyphosate to cancer in humans and that it should not be classified as a substance that causes mutation or disrupts reproduction. The European Commission subsequently granted a five year licence extension for the use of glyphosate across member states.
- 2.3 Nevertheless, member states are also advised to follow the rules in the EU's Sustainable Use Directive, including that they pay particular attention to the risks of herbicide application in "places such as public parks and gardens, sports and recreation grounds, school grounds and children's playgrounds, and in the close vicinity of healthcare facilities". The directive notes that risks from exposure to pesticides are relatively high in these areas and pesticide use should be minimised or prohibited.
- 2.4 Herbicide application by the Council is only carried out by officers with an NPTC Certificate of Competence PA1, PA2 & PA6. It is applied using CDA (Controlled Droplet Applicator) lances or via standard applicator fitted knapsacks and quad bikes. CDA lances significantly reduce the volume of glyphosate used by producing

- a controlled droplet which minimises the creation of very tiny droplets, which are prone to drift.
- 2.5 Glyphosate-based herbicides are most effective when applied in dry, warm, wind-free conditions. They are ineffective if applied in rain, when rainfall occurs within six hours of application, or when foliage is wet. Following application, it can take up to 2-3 weeks for weeds to die, a process that can take longer in cooler weather and for some perennial species.
 - 2.6 In 2016 the Council's used approximately 4560 litres of glyphosate-based herbicide. The volume during 2017 was 2175 litres, and that used (by end of July) in 2018 was approximately 2800 litres – due to greater coverage and more frequent application.
 - 2.7 At its meeting of 1 November 2016, Committee considered a range of alternatives to the use of glyphosate-based herbicides for the control of weeds, and decided to adopt a policy that (a) seeks to reduce the amount of glyphosate-based herbicide used by the authority to control weeds; (b) limits the use of chemical herbicides only where there is no effective or reasonable alternative; (c) uses the least harmful product and; (d) is applied in the safest way using the minimal amount of herbicide.
 - 2.8 At its meeting of 29 June 2017, Council asked for a report from the Transport & Environment Committee to review full integration of weed removal into the Waste and Cleansing function as part of proposed improvements to street cleaning.
 - 2.9 At its meeting of 5 October 2017, Committee approved the implementation of an Integrated Weed Control Programme for the control of weeds along roadsides, pavements, other hard surfaces, and in parks and other green spaces.

3. Main report

- 3.1 To control weeds in public spaces the Parks, Greenspace & Cemeteries service strims, mulches and removes weeds in parks and other green spaces, and applies herbicide to street weeds and harmful Invasive Non-Native Species (INNS). Weeds around some cemetery gravestones are also controlled using glyphosate, usually because of difficulties in strimming around graveside tributes and mementos, and because of the potential damage caused to headstones. Weeds alongside footpaths and lawn edges are removed using mechanical "weed rippers".
- 3.2 The Waste and Cleansing service removes dead weeds and detritus (the usual growth medium) in streets and other hard-surface locations as part of its cleansing operations. Street weeds that have not yet been treated by herbicide will also be removed manually or mechanically as part of street cleaning operations.
- 3.3 The Integrated Weed Control Programme presents a series of actions that will collectively enable the Council to reduce the amount of glyphosate-based herbicide it uses. Progress against each of those actions identified for introduction in 2018 is as follows:

- 3.4 **Identify and plot trees requiring weed control at their bases:** 59,536 trees on streets and within parks and cemeteries have been digitally mapped and will be included within the Confirm Connect dataset once this is operational. Trees within properties managed by Facilities Management and Housing have not yet been fully surveyed or mapped, nor have trees along former City Development land, notably cycleways. This is estimated to be a total of some 82,000 trees.
- 3.5 **Identify and plot shrub/flower beds requiring weed control:** All Council shrub and flower beds have been digitally mapped. The weeds in these beds are now part of a maintenance programme focussed on hand-weeding, mulching, barrier control and, where necessary, herbicide application. Many annual flower beds have been changed to perennial beds to reduce maintenance input requirements.
- 3.6 **Zone weed locations into treatment zones:** During summer 2017 two gardeners, supplemented by others on overtime and when weather permitted, were allocated to each Locality area to apply herbicide on foot. Approximately 80% of streets were treated at least once by the end of the growing season. An additional two gardeners treated Invasive Non-Native Species (predominantly Giant Hogweed and Japanese Knotweed) throughout the growing season. To reduce the amount of street-weed growth needing to be treated in 2018 a "deep clean" over the winter months was begun. By June 2018 some 633 of Edinburgh's estimated 5500 streets and roads had been manually or mechanically cleaned of detritus and residual weeds.
- 3.7 The 2018 herbicide application programme was delayed until mid-April due to cold wet weather in late March and early April. However, available resources were supplemented by the hire of six quad bikes fitted with spraying equipment in May. Nine gardeners and one street cleaner were trained to operate these, and they became operational on 18 June 2018.
- 3.8 Although it is too early to assess the effectiveness of the quad bikes, initial indications are that they are treating streets far faster than has been the case in recent years. The prolonged dry period during May and June has also significantly helped increase the rate of application, making it likely that we will be able to treat all streets at least once this year, and many should receive a follow-up treatment during July, August, and September, reducing the necessity for zoning.
- 3.9 As of 25 July 2018, all streets across the city had been treated at least once, with streets in some wards receiving a second treatment, as follows:

South East Locality

Ward 10 1 x Treatment

Ward 11 1 x Treatment + 50%

Ward 15 1 x Treatment + 20%

Ward 16 1 x Treatment + 20%

North East Locality

North West Locality

Ward 1 1 x Treatment

Ward 3 1 x Treatment

Ward 4 1 x Treatment + 65%

Ward 5 1 x Treatment

Ward 6 1 x Treatment

South West Locality

Ward 12 1 x Treatment

Ward 2 1 x Treatment

Ward 13 1 x Treatment

Ward 7 1 x Treatment + 20%

Ward 14 1 x Treatment + 20%

Ward 8 1 x Treatment

Ward 17 1 x Treatment + 15%

Ward 9 1 x Treatment

- 3.10 It is worth noting that recorded weed service requests and complaints from the public have declined since service Transformation. They totalled 483 in 2015; 565 in 2016; and 371 in 2017. This year the Council had received 123 weed-related service requests/complaints by the end of June; an indication that focussed activity on weed control is becoming increasingly effective.
- 3.11 **Confirm the operational roles of relevant Council services:** Place Management is confirmed as the service with responsibility for weed management, these responsibilities being led by, but not limited to, Parks, Greenspace & Cemeteries (herbicide application, green space weeds); Waste & Cleansing (detritus removal and mechanical/manual removal on hard surfaces) and; Roads (road, cycle and footpath repair and replacement).
- 3.12 **Clarify available budgets and determine the budgets required of each service to meet treatment needs:** 2018/19 Place Management budgets have been allocated for weed control measures. In addition to staffing costs, these include budgets for herbicide, vehicles, and machinery. The quad bikes have been leased for a five-month period to determine their relative effectiveness.
- 3.13 **Draft and communicate the Council's weed control policy:** A draft policy will be drafted and presented to committee for approval in the coming months.
- 3.14 **Review and assess alternative weed control treatments to maximise efficiency and environmental gains:** Following the extensive trialling of alternative treatments in 2016 (hot water, foam, acids, electrocution, heat, flame, mechanical etc) a number of mechanical "weed rippers" were put into operation in 2017. These have proven to be very good at controlling weed growth along footpath edges in parks and green spaces that were formerly maintained using herbicide. This year six quad bikes fitted with herbicide applicators have been put into trial operation.
- 3.15 **Investigate opportunities to procure some, or all, of the weed control programme under contract:** To date this has not been progressed as the combined efforts of Place Management services were felt to be sufficiently capable of meeting the city-wide operational challenges.

4. Measures of success

- 4.1 Successful development and implementation of the Integrated Weed Control Programme that sees satisfactory control of weeds and reduction in the use of glyphosate-based herbicide by the Council.

5. Financial impact

- 5.1 The control of weeds across Edinburgh using glyphosate-based herbicide currently costs the Council approximately £220,000 per year. This includes expenditure on machinery, chemicals, chemical applicators, training, and operator costs. As application is largely by operator-borne knapsack sprayers, CDA (Controlled Droplet Applicator) lances, and leased quad bikes, capital costs are minimal.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that alternative approaches to the use of glyphosate-based herbicide will be less effective in controlling weed growth. Evidence from research and trials is used to reduce this risk.
- 6.2 Financial risk is being controlled by initially leasing new technologies to test their efficacy.

7. Equalities impact

- 7.1 Given recent research findings, a reduction in the use of Glyphosate-based herbicide may have a positive impact on both life and health. There are no identified infringements of rights or protected characteristics.

8. Sustainability impact

- 8.1 The reduction of glyphosate-based herbicides may lessen impact on local ecology. However, greater use of machinery to control weeds means that additional carbon fuels will be consumed.

9. Consultation and engagement

- 9.1 There has been no public consultation on the report recommendations.

10. Background reading/external references

- 10.1 The EU Sustainable Use Directive can be found at:
http://ec.europa.eu/food/plant/pesticides/sustainable_use_pesticides/index_en.htm
- 10.2 Best practice guidance for non-chemical weed control can be found at:
<http://www.emr.ac.uk/wp-content/uploads/2015/03/BPWeeds2015web1.pdf>

Paul Lawrence

Executive Director of Place

Contact: David Jamieson, Parks, Greenspace & Cemeteries

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

11. Appendices

None

Transport and Environment Committee

10.00am, Thursday 9 August 2018

Winter Maintenance Review

Item number	8.2
Report number	
Executive/routine	Routine
Wards	All
Council Commitments	19

Executive Summary

This report provides a progress report on the Winter Maintenance Plan.

Winter Maintenance Review

1. Recommendations

- 1.1 It is recommended that Committee notes the progress made with implementing the actions contained within the Winter Maintenance Improvement Plan.
- 1.2 It is recommended that Committee receives a Winter Maintenance readiness report in October 2018.

2. Background

- 2.1 At the Transport and Environment Committee on [17 May 2018](#) information was provided on the current service arrangements together with the improvement plan developed.
- 2.2 This report provides a progress report on the actions detailed in the Winter Maintenance Improvement Plan.

3. Main report

Winter Operations Update

- 3.1 An outcome report on the Thermal Mapping exercise has been received and the contractor has discussed this with the working group. A copy of this is attached at Appendix 1. An update on the outcomes from this report will be provided to Committee in October 2018.
- 3.2 The findings of the Thermal Mapping exercise propose that the city is split in to three gritting domains.
- 3.3 Work is underway to optimise priority gritting routes for pavements, cycleways and roads, based on the Thermal Mapping findings and the principals that were approved at the [March 2018](#) Committee.
- 3.4 A suite of optimised routes for each of the three 'domains' will allow winter weather forecasts to identify routes that could receive freezing conditions. The Duty Manager would use this 'route forecast', combined with other factors such a dew point, existing salt levels on surfaces, precipitation timings, to make a treatment decision.
- 3.5 It is anticipated that significant treatment efficiency savings will be achieved by operating route based forecasting and decision making, targeting areas that need treatment.

- 3.6 New Road Priority routes, covering the existing treatment network as a minimum, are being developed, based on the findings of the Thermal Mapping exercise and applying Route Smart software to optimise route efficiency:
- 3.6.1 Road Priority 1 (P1) will have some minor changes to reflect recent city developments;
 - 3.6.2 Road Priority 2 (P2) will include key linking and access roads to the P1 network and roads that are part of the priority cycle network;
 - 3.6.3 Road Priority 3 (P3) will be created and include roads linking residential roads with P2 and P1 roads; and
 - 3.6.4 Residential roads will include all other residential areas. These will be roads that are not P1, P2 or P3 and likely to be adjacent to homes.
- 3.7 Winter operations have been staffed by Edinburgh Road Services (Roster A) to undertake gritting of road routes and park and ride sites, and Roster B, staffed by volunteers from across the Council undertaking the gritting of pavements and cycleways.
- 3.8 Resourcing for the treatment of road routes and park and ride sites (Roster A) will remain and similar levels of volunteers will be sought (Roster B) to treat a P1 pavements and cycleways.
- 3.9 Local priority areas, which will be absorbed into P2 and P3 routes, were and will continue to be staffed by Council staff. They carry out winter weather duties during their normal working hours.
- 3.10 The P2 and P3 pavement and cycleway routes will be treated however there will be on other non-essential Council services as these duties are carried out instead of normal operations. This impact is acknowledged and will be communicated to increase community understanding. For example, street cleansing and litter bin servicing activities are likely to cease or at least be significantly reduced while staff carry out winter weather duties. If cold weather continues for several days, the impact will be noticeable and therefore managers will assess priorities and allocate resources accordingly.
- 3.11 During periods of extreme snow or ice conditions this impact can increase however the ability of services to undertake their normal duties is also affected by the severe weather conditions. It is therefore paramount that resources are focused on winter operations in the first instance, to allow normal day to day service operations to be undertaken where possible. An example of this, would be access hampered by snowy conditions preventing bin lorries access residential streets to collect household waste.
- 3.12 The Council's Grit Bin policy is being reviewed and influenced by the findings from the Thermal Mapping exercise. The main change to this policy will be that grit bins will be filled in reverse priority in respect of pavement, cycleway and road priorities treatment. Grit bins on non-priority pavements, cycleways and roads will be afforded first priority for refilling to ensure residents have a supply of salt to allow for self-help.

- 3.13 Grit bin filling on priority treatment routes will be monitored to evaluate the extent of their use. Grit bins that are infrequently used during cold spells will in time be removed.
- 3.14 As detailed in the March 2018 report to this committee, refilling grit bins is resource intensive. Reducing the servicing of grit bins on Priority routes will reduce resource pressure and costs
- 3.15 As a result of these changes, the Council's website will be updated to provide revised information on the new treatment domains and changes to the priority routes and grit bins.
- 3.16 Progress is also being made with developing procedures with business support colleagues to respond to correspondence and support performance targets.

Customer and Information Technology Services

- 3.17 Discussions are ongoing with Customer and Information Technology Services to develop procedures to provide customer support during the winter period. Dedicated mailboxes will be provided to manage correspondence and the information on the Council's website will be updated to reflect the improvements to the service and from feedback.

Depot Operations

- 3.18 A review of salt stocks has been completed. A stock of 13,000 tonnes will be in place for the start of winter 2018/19 and replenished as required. 5,000 tonnes will be held between Bankhead and Blackford roads depots.
- 3.19 A further strategic supply of 8,000 tonnes will be in place. Arrangements are currently being made to have this strategic supply at the Council's Braehead depot.
- 3.20 Orders for salt stocks have been placed for 2018/19.

Fleet

- 3.21 The provision of new fleet to support winter weather operations is being progressed. Due to the condition of the current aging fleet, it is necessary to replace a number of vehicles to ensure appropriate capability for this coming winter. Fleet will utilise a hire arrangement to provide a core of vehicles pending implementation of a more comprehensive procurement process.
- 3.22 A key finding from the review of this winter was the support needed to keep the winter fleet operational. Mechanical and Fitter support is required 24/7 during winter operations. The provision of new vehicles will reduce the pressure on maintenance services however cover arrangements are being reviewed to ensure adequate arrangements are in place prior to the start of winter operations in October.

Contract Management

- 3.23 The Council has a contract in place to recruit additional support to cover staff absence, vehicle breakdown or extreme conditions. The current provision is to hire a gritter with driver.
- 3.24 Consideration has been given to the possibility of hiring drivers only to drive the Council's gritters however this is not currently possible therefore the current arrangement will be continued.
- 3.25 A performance review of the current contractor was carried out as part of the full winter maintenance review and issues/concerns identified have been addressed. This contract will continue for the forthcoming winter period.
- 3.26 The Council also has a contract in place with a farmer located in the rural Balerno area. This contract is working well and will continue for the forthcoming winter.

Technological Improvements

- 3.27 A GPS vehicle tracking system was installed in gritters last winter. Hire vehicles and subcontracted gritters were provided with mobile trackers. The information available from the trackers supported the Duty Team Leaders in managing the gritting fleet and the provision of real-time information to the Council's Independent Claims Handler in defence of any public liability claims. All new/hire vehicles will be fitted with this tracking system.
- 3.28 Routing technology is being used to create optimised routes. Good progress is being made and routes will be created within each of the new thermal domains.
- 3.29 The aim is to have these routes uploaded to sat-nav type devices. While it is hoped to trial this for winter 2018/19, it is likely to be 2019 and later before we have this on the entire fleet.
- 3.30 This technology will replace the current arrangement which is a manually created paper based system and will reduce the pressure on the gritter driver when undertaking an unfamiliar route.

4. Measures of success

- 4.1 The Thermal Mapping exercise will provide three domains, allowing targeted gritting to be undertaken in the coldest parts of the city when the weather forecast permits this approach.
- 4.2 Optimising gritting routes using Routesmart software is estimated to achieve a 17% to 20% route efficiency.
- 4.3 The Edinburgh community will have clarity on which pavements, cycleways and roads will be treated, and when.
- 4.4 There will be clear timescales for refilling grit bins.
- 4.5 The downtime of the gritting fleet will reduce with the provision of newer vehicles.

5. Financial impact

- 5.1 The budget to provide a winter weather service is based on a seven year average spend and was £2.88m for 2017/18. Budget underspends following milder winters create a reserve to fund severe winters with high costs.
- 5.2 The budget and reserve level will be reviewed to ensure the contingency reserve is maintained but only to an amount sufficient to fund a severe winter such as experienced in 2009/10 and 2010/11.
- 5.3 The improvements and changes outlined in this report will enable the Council to deliver winter weather services effectively and efficiently. Any year on year savings from efficiency or milder weather will add to the reserve.
- 5.4 To deliver the improvements outlined in this report, especially for pavements and cycleways, there will be an impact on services that supply staff to carry out winter weather duties during their normal working hours. This does not have a direct financial impact but additional costs may be incurred as services return to normal.

6. Risk, policy, compliance and governance impact

- 6.1 The City of Edinburgh Council has a statutory duty (under Section 34 of the Roads (Scotland) Act 1984) to take such steps as it considers reasonable ‘to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads’. The intention of this duty is not that the Council will take immediate and simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources. Failure to fulfil these duties could result in action being taken against the Council.
- 6.2 ERS provides the Winter Maintenance Service with support from other Council services; some provide drivers for the gritting fleet. Failure to secure this support could have significant reputational risks if the pavement, cycleway and road network is not treated during wintry weather. It would also increase the requirements to use sub-contractors, and could expose the Council to legal challenge.
- 6.3 Failure to replace the existing fleet could result in an insufficient number of available vehicles to manage the gritting requirements in accordance with Section 34 of the Roads (Scotland) Act 1984.

7. Equalities impact

- 7.1 It is recognised that the Winter Maintenance service impacts upon everyone in the city to a greater or lesser degree. It is acknowledged that people with mobility difficulties are likely to experience significant disruption to their working and/or personal lives.

- 7.2 The major Winter Weather Working Together review conducted in 2011 focussed on the identification of groups who may be more adversely affected by severe winter weather including sheltered housing, special schools and care homes. The changes made to gritting routes were developed from these findings.
- 7.3 Reviews of gritting routes undertaken since that date take in to account the location and needs of these groups and the services they need to access.
- 7.4 During periods of severe winter weather, the Council's Emergency Plan has provisions in place to cater for those from within the protected characteristics.
- 7.5 Edinburgh's winter weather review proposes using three main groups of staff to treat all Priority 1 pavements, cycleways and roads at the same time. The Priority 1 roads are selected to provide emergency service access and a public transport network.

8. Sustainability impact

- 8.1 Reduction in mileage, gained through the thermal mapping exercise when gritting only the coldest domain, will result in a reduction of vehicle emissions.
- 8.2 Reduction in mileage, gained through Routesmart route optimisation will result in a reduction of vehicle emissions.
- 8.3 Any reduction in salt usage, obtained through the thermal mapping exercise, will reduce the amount of salt entering rivers and water courses.
- 8.4 Renewal of the gritting fleet will provide more efficient engines and reduce emissions.

9. Consultation and engagement

- 9.1 ERS staff have, and continue to be, consulted on the depot rationalisation project and the replacement of fleet.
- 9.2 Consultation and engagement with staff is taking place in relation to the wider Roads Improvement Plan which includes some aspects of Winter Maintenance.
- 9.3 Specialist groups such as Sustrans, Living Streets, SPOKES and some community groups will be engaged and consulted.

10. Background reading/external references

- 10.1 Roads Service Improvement Plan at Transport and Environment Committee on [1 March 2018](#).

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Head of Place Management

E-mail: gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

11. Appendices

Appendix One Thermal Mapping Report

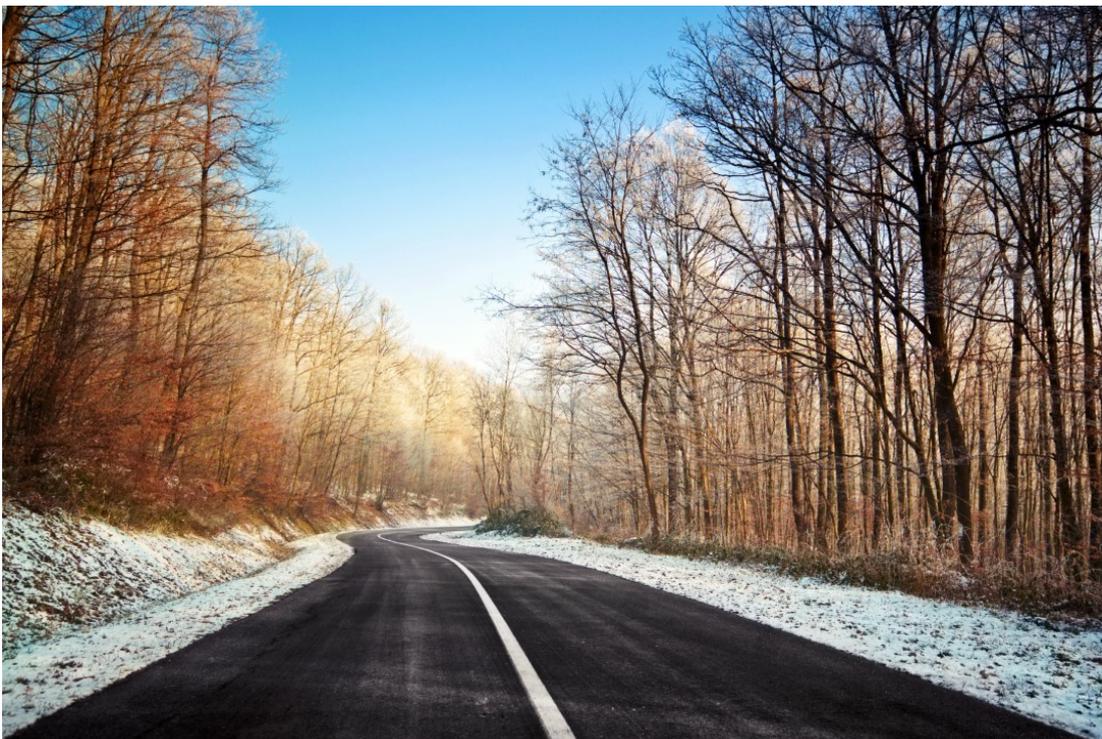
Thermal Mapping Report

Vaisala Transportation Weather Services

The City of Edinburgh Council

June 2018

(updated for publication August 2018)



VAISALA

Table of Contents

Summary	3
Main Findings	3
Next Steps	4
1. Introduction	5
2. Thermal Mapping.....	6
2.1. Extreme Thermal Map	6
2.2. Intermediate Thermal Map	7
2.3. Damped Thermal Map.....	9
3. Analysis of Temperature Variations	12
3.1. Altitude and Topography	12
3.2. Water Bodies	12
3.3. Sky View Factor.....	13
3.4. Urbanisation	15
3.5. Road Construction.....	15
4. Weather Station Locations	18
4.1. Current Weather Station Locations	19
5. Climatic Domains.....	21
5.1. Recommended Climatic Domains	21
Appendix A: Thermal Mapping Theory.....	24
Variations in Road Surface Temperature	24
Meteorological Variations	24
Non-Meteorological Factors	27
Climatic Domains.....	29

Copyright 2018 by Vaisala Ltd. All rights reserved. No part of this report may be reproduced, published or publicly displayed in any form or by any means, electronic or mechanical (including photocopying or downloading), nor may its contents be modified, translated, adapted, sold or disclosed to a third party without prior written permission of Vaisala.

Local rules and regulations may apply to the subject matter of this report, and such rules and regulations take precedence over the information contained in this report. Vaisala makes no representations on this report's compliance with the local rules and regulations applicable at any given time, and hereby disclaims any and all responsibilities related thereto.

This report does not create any obligation or liability for Vaisala towards any party. All legally binding obligations are included exclusively in the applicable supply or service contract or the General Conditions of Sale and General Conditions of Service of Vaisala.

Summary

For: The City of Edinburgh Council

Data collected: January 2018 to March 2018

Road Network Surveyed: 625km

Number of Nights Mapped:

Type of night	No. of mapped nights	Weather conditions
Extreme	12	Little to no cloud cover throughout (0-2 oktas), little to no wind
Damped	7	Heavy cloud cover, moderate to strong winds

Main Findings

On a regional scale, the urban/rural variation displayed under all three conditions (Extreme, Intermediate, and Damped) is the main controlling factor on road surface temperature (RST) distribution. The vast majority of above average RSTs are located in close proximity to the city centre, with a relatively uniform decrease in temperature moving away from the city. It is likely under certain weather conditions that a coastal to inland variation in RSTs will also occur.

Under Extreme and Intermediate conditions, it is evident that factors such as sky-view, road construction, and reflectivity of the road surface influence RSTs on a localised scale, in some cases presenting exceptions to the general urban to rural trend. The influence of these features is much less apparent under Damped conditions.

The range in RSTs shown in the Thermal Mapping results, and the fact that there are distinctive areas of RSTs above or below the network average allows that the region can be divided into Climatic Domains. Primarily based on the Extreme Map, but also taking into consideration the current weather station distribution and topography, it is recommended that the region be divided into three domains – Urban, Northwest, and Southern.

Next Steps

Before the 2018/2019 winter season, The City of Edinburgh Thermal Maps will be uploaded to Vaisala's RoadDSS Navigator Software. Utilising the daily weather forecast supplied from the forecast provider the Thermal Maps will display dynamically for each night giving decision makers an insight into expected Forecast Minimum RSTs across the region. It is possible for decision makers to take part in a full day (Winter Services Workshop) or a half-day (RoadDSS Workshop) of training. These courses are designed to provide decision makers with a full understanding of the functionality of the Vaisala Manager Decision Support Software, including the thermal maps, and give a refresher of some of the day-to-day challenges faced when making decisions. A new Thermal Mapping e-learning module will also be available in the Decision Support Software.

The Thermal Mapping results indicate a significant range in RSTs across the network. In instances where the network average is close to 0°C, it is probable that there will be large sections of the road network remaining above freezing and therefore not requiring treatment. Under these 'marginal' conditions, selective treatment can yield significant savings over the course of a winter season.

The division of the region into Climatic Domains allows treatment to be carried out on a domain-by-domain basis if gritting routes are designed accordingly. Alternatively, based on the Thermal Mapping results, a designated Cold Network could be created, allowing reduced network coverage in marginal conditions.

1. Introduction

This report presents findings from the Thermal Mapping survey undertaken to assess temperature variations across the road network. The report explains both the theory behind Thermal Mapping and the results of the Thermal Mapping survey. The thermal characteristics of any section of road are unique and can differ widely across a given area due to variations in weather, climate and multiple non-weather related factors. This report explains the reasons for the differences in temperature across the network. The results of the survey can be used to optimize treatment routes, find suitable weather station locations or, when combined with a forecast, provide an effective decision support tools for winter decision makers.

An explanation of the theory behind Thermal Mapping can be found in Appendix A and B.

2. Thermal Mapping

Thermal Maps display a representation of the relative spatial variation in minimum RST of a surveyed highway network. Deviations in RST from the overall survey average are denoted by differing colours for each 1.0°C of variation. This section introduces the Thermal Maps produced during this survey and provides analysis for variations found within the maps.

Thermal Map Key

	> +1.5°C Above The Average
	+0.5°C to +1.5°C Above The Average
	-0.5°C to +0.5°C Around The Average
	-0.5°C to -1.5°C Below The Average
	-1.5°C to -2.5°C Below The Average
	-2.5°C to -3.5°C Below The Average
	> -3.5°C Below The Average

VAISALA

2.1. Extreme Thermal Map

The Extreme Thermal Map exhibits the maximum night time RST variation across the road network. This will occur under calm, clear conditions, typical of an anticyclonic (high pressure) system, allowing maximum radiative cooling of the road, cold air drainage and the likely development of a temperature inversion.

Comment from our expert

When adjusted to a mean average of 0°C, the Extreme dataset has a range from -2.9°C to 8°C. This maximum figure of 8°C indicates that there are values in the dataset that are considerably higher than the mean average, likely to be located close to the city centre. These warm 'spikes' in temperature, which often occur at locations where a bridge crosses over a road and cooling is offset by a low sky view factor, will increase the overall range displayed in the dataset. Without the influence of these warm 'spikes', a range of ~6-7°C might be a more accurate representation of the temperature variation exhibited on the Extreme Map.

There are some exceptions to the urban to rural, warmer to colder trend displayed on the Extreme Map, and the reasons behind some of these instances are explained in the relevant sections of Chapter 3. One obvious example of colder temperatures close to the city centre can be seen on Queen's Drive (Holyrood Park), which displays mostly cyan (0.5°C to 1.5°C below average) and blue (1.5°C to 2.5°C below average) colouring on the Extreme Map.

It is worth noting that the Extreme Map displays the temperature relationship that would be expected if weather conditions are uniform 'Extreme' (i.e. calm and clear) across the entire region, and there may often be instances where this is not

the case. This is the main reason behind dividing the region into Climatic Domains in order to use the map operationally.

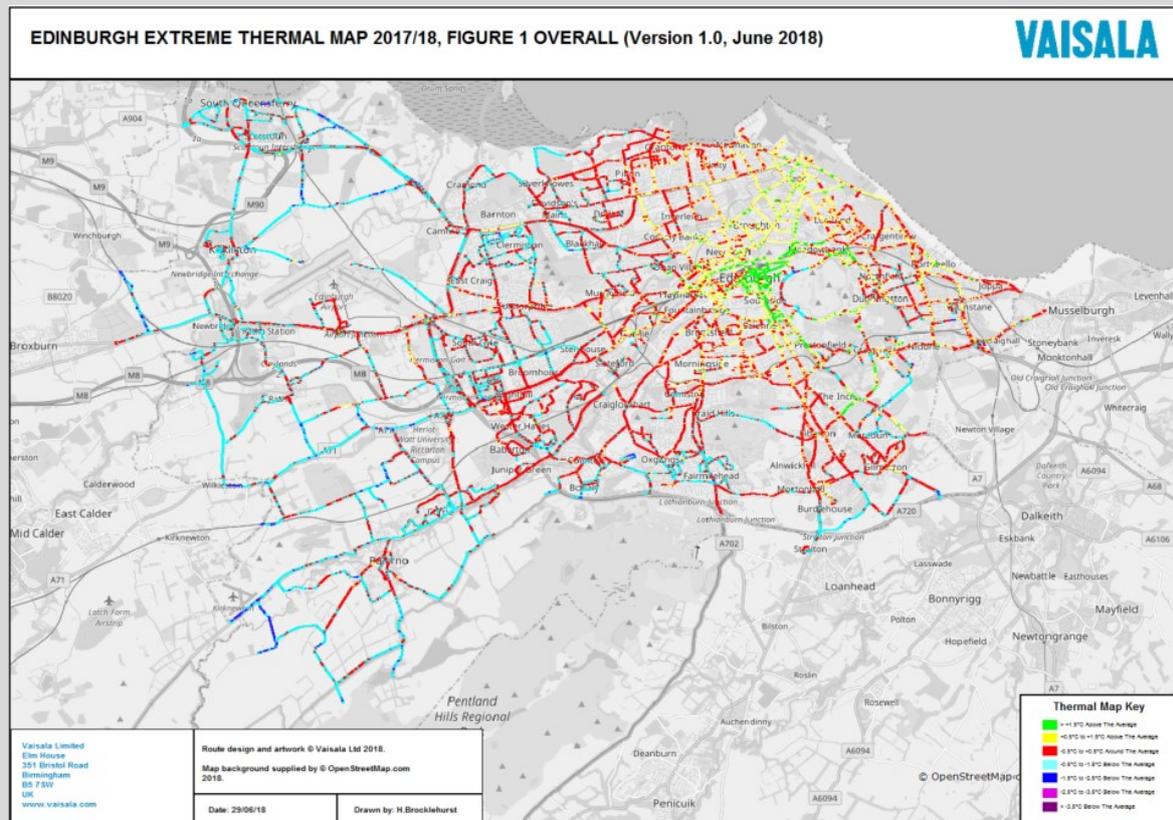


Figure 2.1. The Extreme Thermal Map. Higher definition maps provided separately. Map: © OpenStreetMap, CC-BY-SA.

2.2. Intermediate Thermal Map

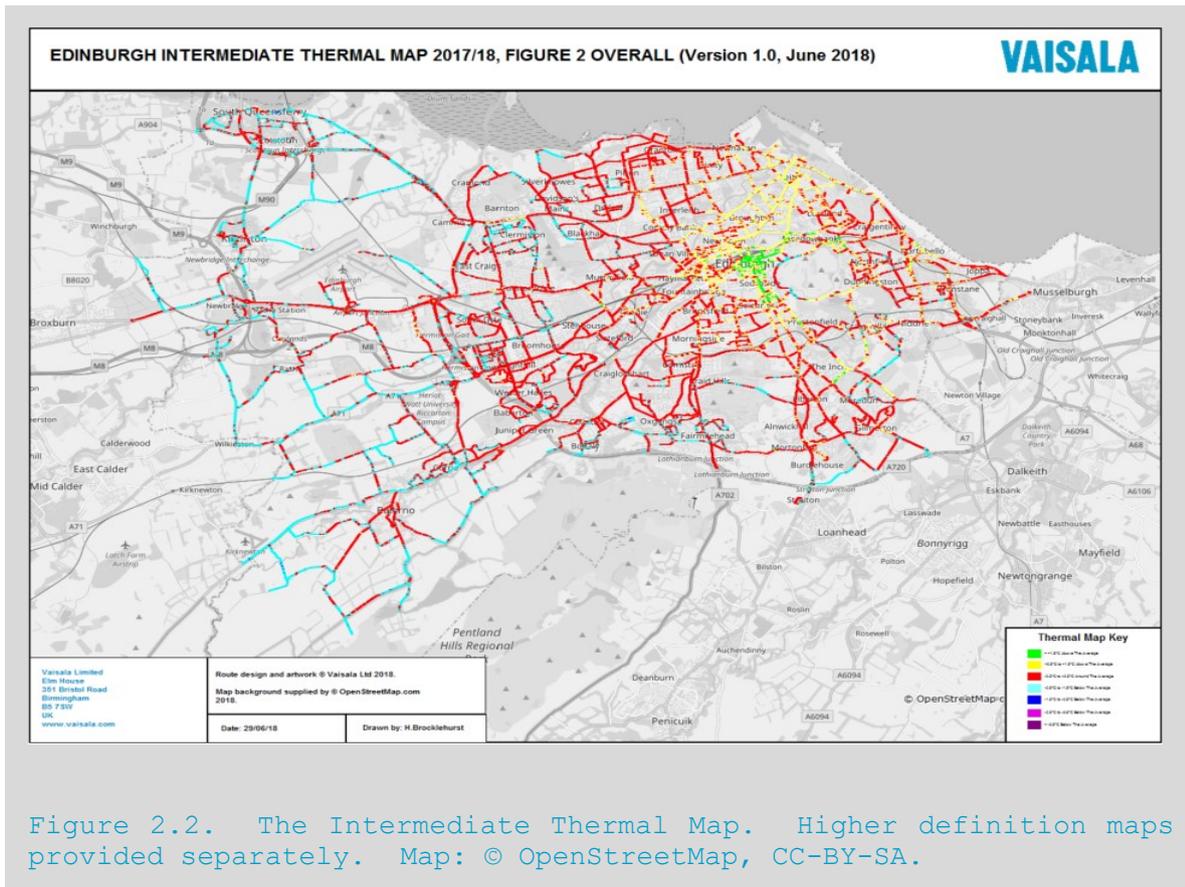
The Intermediate Thermal Map depicts the relationship of RSTs that develop under clear, windy (>12km/h) or calmer, overcast conditions where cloud coverage is medium to high level. These result in a narrower temperature range due to increased mixing of air layers reducing cold air drainage and restricting frost hollow formation, or cloud cover reducing the effects of radiative cooling. The overall result of either of these scenarios is to reduce the amplitude of the temperature differences and therefore the temperature range of the road surface.

Whilst Extreme and Damped conditions are easily defined, and by their nature tend to remain consistent throughout a survey night, Intermediate surveys are associated with nights where changeable conditions are experienced. Therefore, an algorithm developed by Vaisala, was used to ensure the consistency of the map in comparison with the result of the other conditions.

Comment from our expert

The overall range in the Intermediate dataset is reduced to 7.6°C. There are still significant sections of the network displaying below average (cyan colour) RSTs but perhaps the most obvious difference from the Extreme Map is that there are now very few roads displaying temperatures more than 1.5°C below the average (blue colour category). There is no data in the purple and magenta colour categories (more than 2.5°C below average) as the minimum value is -2°C when adjusted around a network average of 0°C. The majority of roads in close proximity to the city centre continue to display above average RSTs, but there is an overall shift towards the network average temperature and subsequently a far greater amount of the map appears in the red (average) category.

The distribution of colour categories on the Intermediate Thermal Map is generally consistent with those on the Extreme Map. However, the influence on RST development of many localised factors is not as marked as they were under Extreme conditions, with an apparent shift toward the relative average as a result. Overall, the Intermediate Map supports the findings of the Extreme Map, in that the same general trends in RSTs are present.



2.3. Damped Thermal Map

The Damped Thermal Map demonstrates the pattern of RSTs that develop under increased cloud cover (particularly cloud height <2000m) that offsets radiative cooling of the road surface, and higher wind speeds that mix the air layers and reduce temperature inversions. Consequently, the importance of localised features is reduced, while larger effects such as proximity to the sea and changes in altitude are dominant. As a result, the Damped Thermal Map displays a significantly reduced amount of variation in RST from the overall average. The majority of the road network falls within 1.0°C either side of the network average.

Comment from our expert

The overall range in the Damped dataset is just 4°C, as many of the warmer and colder ‘spikes’ in temperature are removed. Many of the permanent features of the road infrastructure (e.g. bridge decks, construction type) that cause variations in RST on a localised scale are much less apparent on the Damped Map as their effects are largely mitigated by the unstable weather conditions.

The most noteworthy finding from the Damped Map is the volume of below average RSTs displayed in the southeast of the network, indicated by the cyan colouring in the Oxbgangs, Buckstone and Gracemount areas. The main significance of this is that it supports the division of the network into three Climatic Domains rather than two – discussed further in Chapter 5.

The roads around Balerno continue to display below average RSTs under Damped conditions, confirming that this is likely to be a cold section of the network in all weather conditions. Marine Drive and Silverknowes Road also display below average RSTs, even though the majority of roads in that area are in the red (average) colour category.

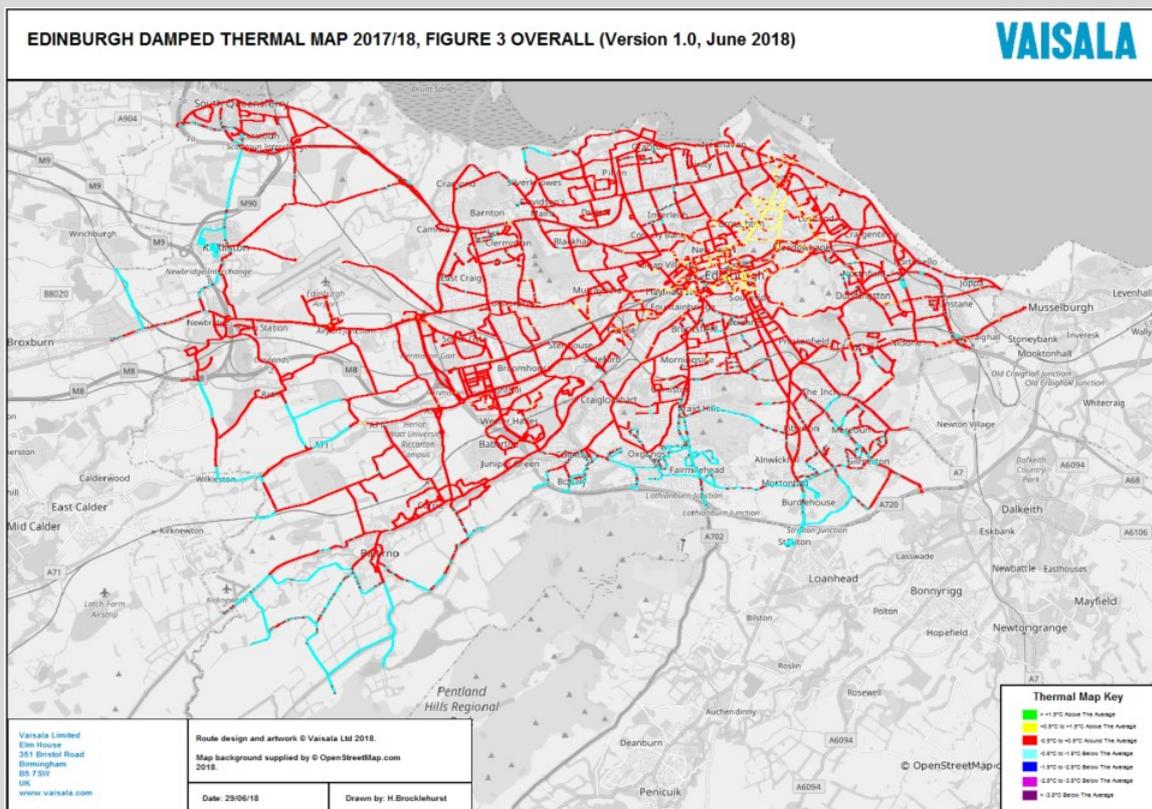


Figure 2.3. The Damped Thermal Map. Higher definition maps provided separately. Map: © OpenStreetMap, CC-BY-SA.

3. Analysis of Temperature Variations

Following the Thermal Mapping survey, the data was analysed to discover the reasons for variations in temperature across the mapped network. It's possible to attribute certain warm and cold sections of road to different permanent, non-meteorological factors. In this section, the maps are analysed and discussed to establish the reasons for the variations in temperature found across the extreme, intermediate and damped maps.

3.1. Altitude and Topography

Comment from our expert

There is an altitudinal range of ~200m across the road network, with the city centre lying relatively close to sea level and a general increase in altitude with distance inland. This increase in altitude is likely to have contributed to the colder RSTs displayed further inland, as a decrease in temperature is generally observed with an increase in altitude. However, the effect of the urban heat island is undoubtedly the main controlling factor behind the temperature variation shown on a regional scale.

The usual decrease in temperature with height can be reversed on a localised scale, when a phenomena known as *katabatic* air drainage (or a temperature inversion) occurs. Cold air is relatively dense in comparison to adjacent warmer air mass, which can cause cold air to flow downslope under calm weather conditions. It is probable that this has contributed to the cold temperatures displayed on Queen's Drive, as cold air is likely to have flowed downslope from the hills in Holyrood Park.

3.2. Water Bodies

Comment from our expert

During the winter months, significantly large water bodies are generally warmer than adjacent landmasses, and have the capacity to maintain heat for longer after

dark as less longwave radiation is emitted. As a result, roads that are located in close proximity to water bodies have the potential to display warmer RSTs. Across the Edinburgh network, many of the roads that are near the coast are also close to the city centre and it is likely that urbanisation has had a more significant warming effect on RSTs in these locations.

Further out of the city, there are locations on the network close to the coast that actually display below average RSTs, most notably Marine Drive and the B924 (Queensferry). Therefore, the coastal to inland warming to cooling trend that might be anticipated in a coastal region is not thought to be hugely significant in this case. However, it is again worth considering that the Thermal Maps show the temperature relationship assuming uniform weather conditions across the region. It is possible that the coastal areas of the network will experience different weather conditions than further inland. In which case a coastal to inland trend could be observed under certain weather conditions, and could be accounted for by dividing the network into appropriate Climatic Domains.

3.3. Sky View Factor

Comment from our expert

Although receiving a greater amount of solar input during the day, roads with a high sky-view factor are likely to lose more heat after dark through reflected shortwave radiation. Conversely, on roads with a lower sky-view factor, a greater amount of the outgoing radiation will be trapped in close proximity to the road surface, reducing the amount of heat loss. Differences in sky-view factor can cause significant variation in RSTs on a very localised scale.

On the north section of Queen's Drive there is a clear transition from colder to warmer RSTs in alignment with a reduction in sky-view factor where trees line the roadside. This is because on the section of road lined with trees, a greater proportion of outgoing radiation will be trapped closer to the road surface, reducing heat loss. The result is a difference in temperature of up to 4°C, over a distance of ~250m.

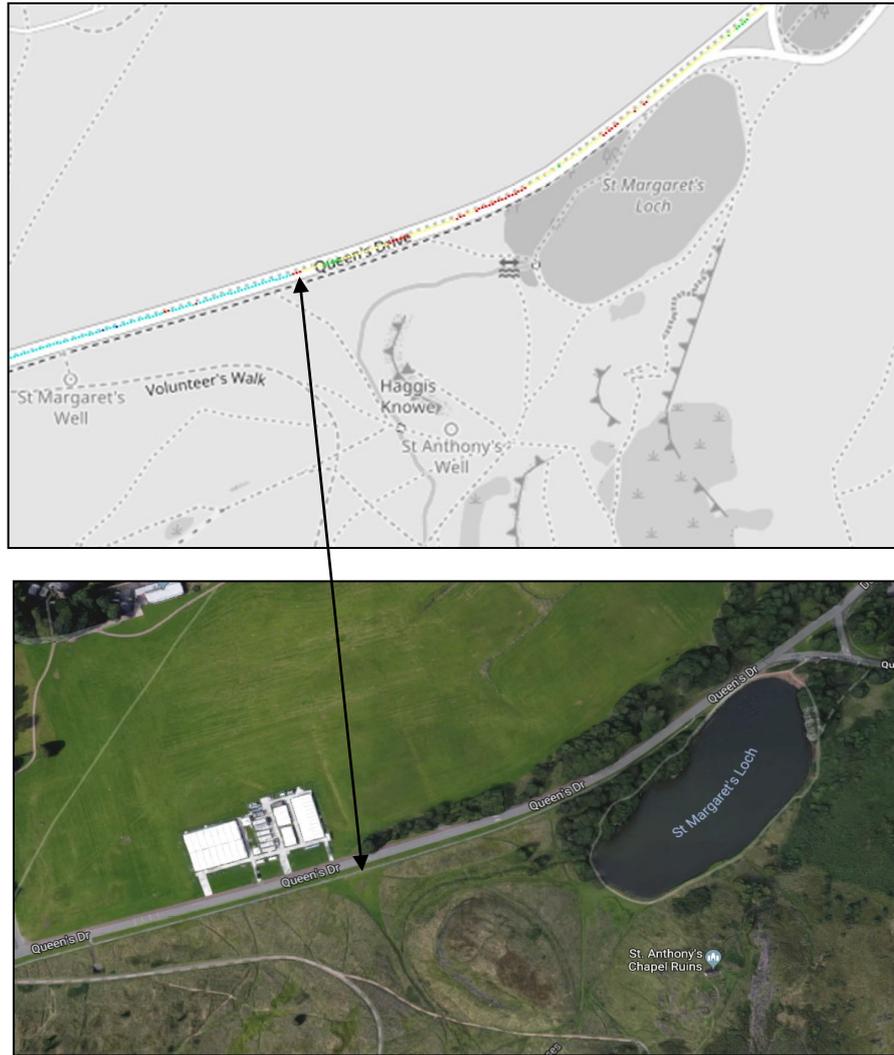


Figure 3.3. Sky View factor example from the Extreme Thermal Mapping. Map: © OpenStreetMap, CC-BY-SA. Satellite Imagery: © Google 2018.

3.4. Urbanisation

Comment from our expert

Urbanisation is the main influencing factor on regional scale RST distribution under all three weather conditions. The temperature difference between urban and rural areas is the result of heat sources within the city, allied to the fact that the fabric of the urban environment will retain heat to a greater degree than rural areas. This is the result not only of the construction materials but also the urban architecture and lower sky view factor. Higher traffic volumes in urban areas will also have a warming influence on the road surface.

The urban heat island is most pronounced on the Extreme Map, extending southwest from Leith to the roads around Haymarket, Fountainbridge, and Sciennes. Under Damped conditions, the urban area displaying above average RSTs is reduced in size, particularly in an easterly direction towards Duddingston and Northfield, and in a westerly direction towards Comely Bank and Pilton, which now display RSTs closer to the average (red).

3.5. Road Construction

Comment from our expert

Both construction type and surface colour will have an effect on RST at a given location. On Redford Bank (off the B701) there are RSTs in the blue and magenta categories (up to 3.5°C below average) on the Extreme Map, despite this location being a residential cul-de-sac. On inspecting the road on Google Street View, it appears that the road construction has significantly degraded, which could cause increased heat loss from the road surface. The road surface in this area is also light in colour, reducing the amount of heat that will be absorbed through solar input during daytime hours. This location is noteworthy as there is a primary school at the end of the road.



Figure 3.5. Sky View factor example from the Extreme Thermal Mapping. Map: © OpenStreetMap, CC-BY-SA. Street View Imagery: © Google 2018.

The colour of a surface is the main controlling factor behind its reflectivity (*albedo*). Lighter colours are more reflective and therefore absorb less heat through solar input and are likely to be displayed as relatively cold sections of the network in the Thermal Mapping results. The restricted access (buses only) section of The Jewel (between the A1 and A6106) is painted green in colour and is lighter than the adjacent roads. Under Extreme conditions, this section of road is in the blue category (1.5°C to 2.5°C below average). The increased reflectivity of the surface and the fact that this section of road is likely to have lower traffic volumes are both likely to have contributed to the cold RSTs displayed here.

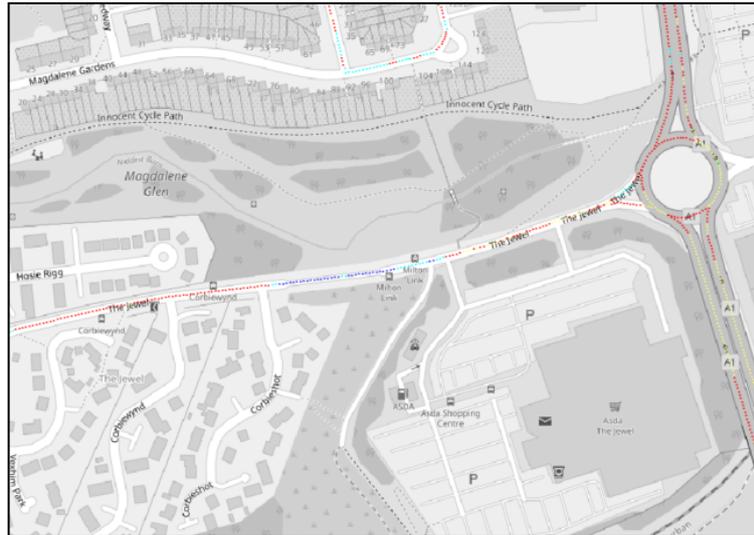


Figure 3.6. Sky View factor example from the Extreme Thermal Mapping. Map: © OpenStreetMap, CC-BY-SA. Satellite, Street View Imagery: © Google 2018.

4. Weather Station Locations



Road weather stations provide information about atmospheric and road weather conditions at selected points across the road network. This allows winter maintenance decision makers to know precisely what's happening at each location on the network. Weather stations are positioned to represent a cross section of temperature regimes and a good geographical spread across the area.

When weather stations are being located it is good practise to consider climatic differences across the road network, the range of temperature differences, temperature anomalies such as bridge decks and overhanging vegetation and areas of different road surface. These features can be determined based upon the thermal mapping.

Stations can be sited using Thermal Mapping in order to provide both the optimum number of stations but also ensure that they are positioned in areas with stable temperature profiles.

Weather stations combined with Thermal Mapping then give an overview of the entire network RSTs rather than just receiving site-specific information from individual sensor locations.

4.1. Current Weather Station Locations

Weather Station Name	Location	Extreme Thermal Map Colour Band	Location Notes
A1 Duddingston	55.943611, -3.131667	Yellow (0.5 to 1.5 above network average)	Representative of the average for Urban Domain, possible interference from trees
A71 Dalmahoy	55.911667, -3.35278	Cyan (0.5 to 1.5 below network average)	Suitable forecast location for Northwest Domain
A772 Gilmerton	55.896944, -3.140833	Cyan (0.5 to 1.5 below network average) / Red (average)	Unstable section of Thermal Map near roundabout – not ideal forecast site
A90 Davidsons Mains	55.960833, -3.260278	Red (average)	Suitable forecast site for Urban or Northwest Domain, depending on exact boundary
A90 Dolphinton	55.979167, -3.346389	Red (average)	Appropriate site for monitoring A90, not currently forecast enabled
A901 Trinity	55.980222, -3.205556	Red (average)	Coastal location – possible interference so might not be preferable as a forecast site
Balerno	55.875556, -3.340278	Cyan (0.5 to 1.5 below network average)	Appropriate forecast location for South Domain

Comment from our expert

The current weather stations are well distributed across the network and are in alignment with the proposed Domain setup (Chapter 5). Almost all of the weather stations are currently set up to receive forecasts, there is at least one option for a forecasting site within each Domain, assuming that the instruments currently on the weather stations are up to date and working effectively. The only locations of any concern are Duddingston (A1), where trees currently overhang the weather station and Trinity (A901), as this could experience erratic weather conditions due to its proximity to the seafront, so might not be ideal as a forecast station.

In alignment with the Thermal Mapping results, no additional weather station locations are considered necessary.

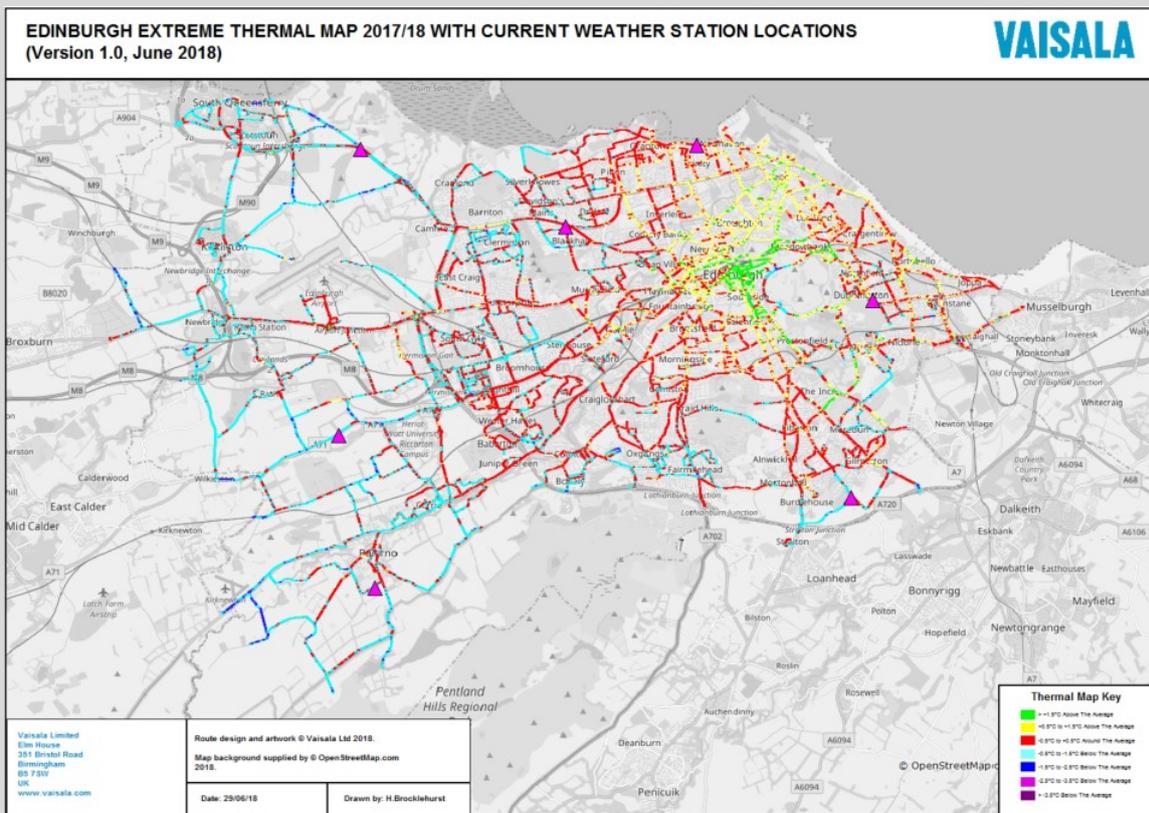


Figure 4.1. The Extreme Thermal Map showing the current weather station locations. Map: © OpenStreetMap, CC-BY-SA.

5. Climatic Domains

5.1. Recommended Climatic Domains

Comment from our expert

Upon analysing the Extreme Thermal Mapping results, it was thought that the network could be divided into either two (Urban and Rural) or three Domains (Urban, Northwest, and South). As discussed on page 12, the Extreme Map shows the temperature relationship assuming uniform weather conditions across the entire region and on some winter nights, a significant difference in temperature between the north-western and southern areas might not transpire. However, mainly due to the varying topography, it is probable that the southern area of the network will regularly experience differing weather conditions to the northwest. The Damped Thermal Map also supports the division of the network into three Domains rather than two; as more below average RSTs are in the South Domain compared to the Northwest (see Figure 5.2). In addition, there are adequate weather stations distributed across the network to support three Climatic Domains.

Consequently, the Domain set up shown in Figures 5.1 and 5.2 is the only option that Vaisala are currently recommending. Vaisala are happy to discuss alternative options based on The City of Edinburgh Council's feedback.

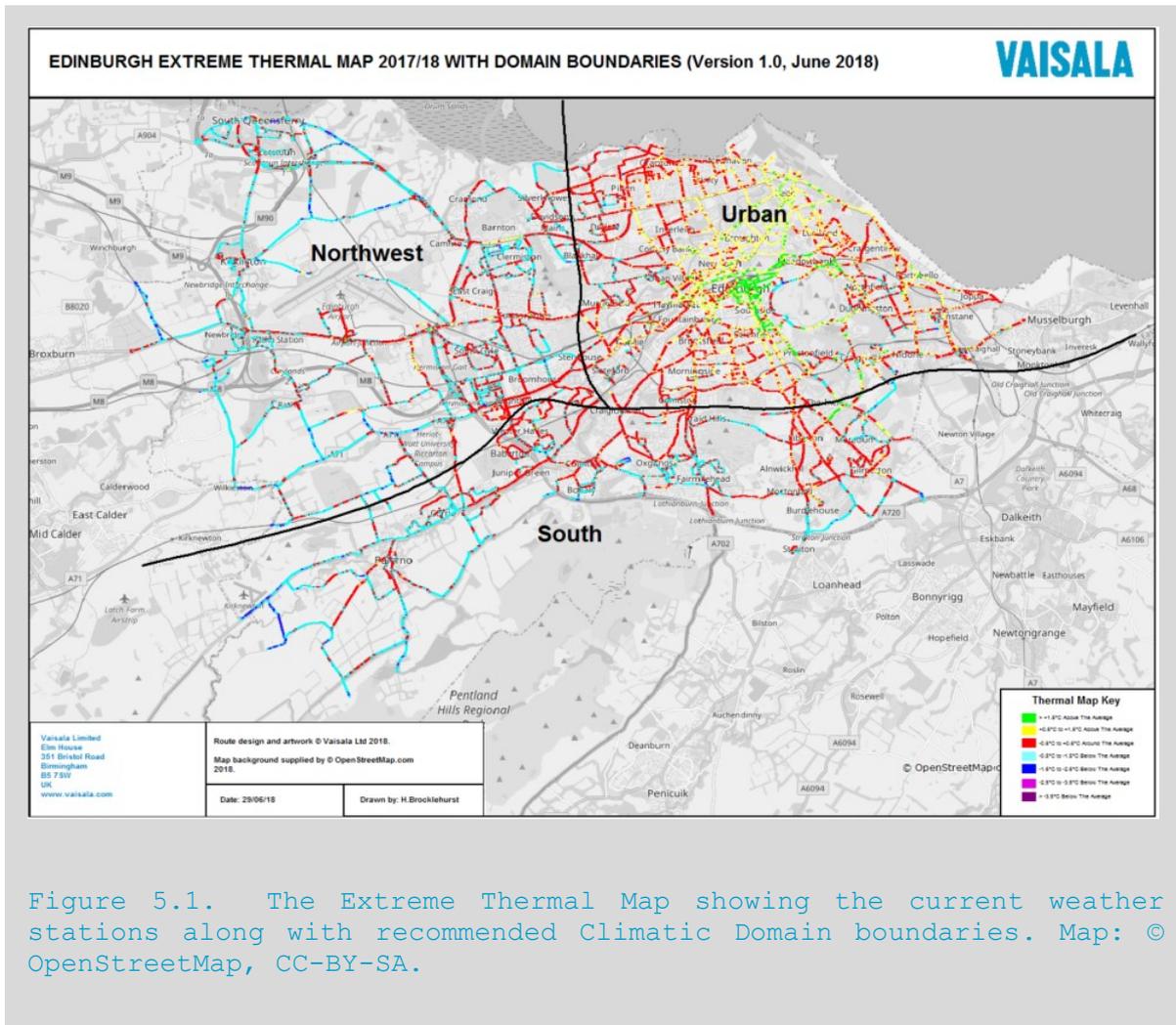


Figure 5.1. The Extreme Thermal Map showing the current weather stations along with recommended Climatic Domain boundaries. Map: © OpenStreetMap, CC-BY-SA.

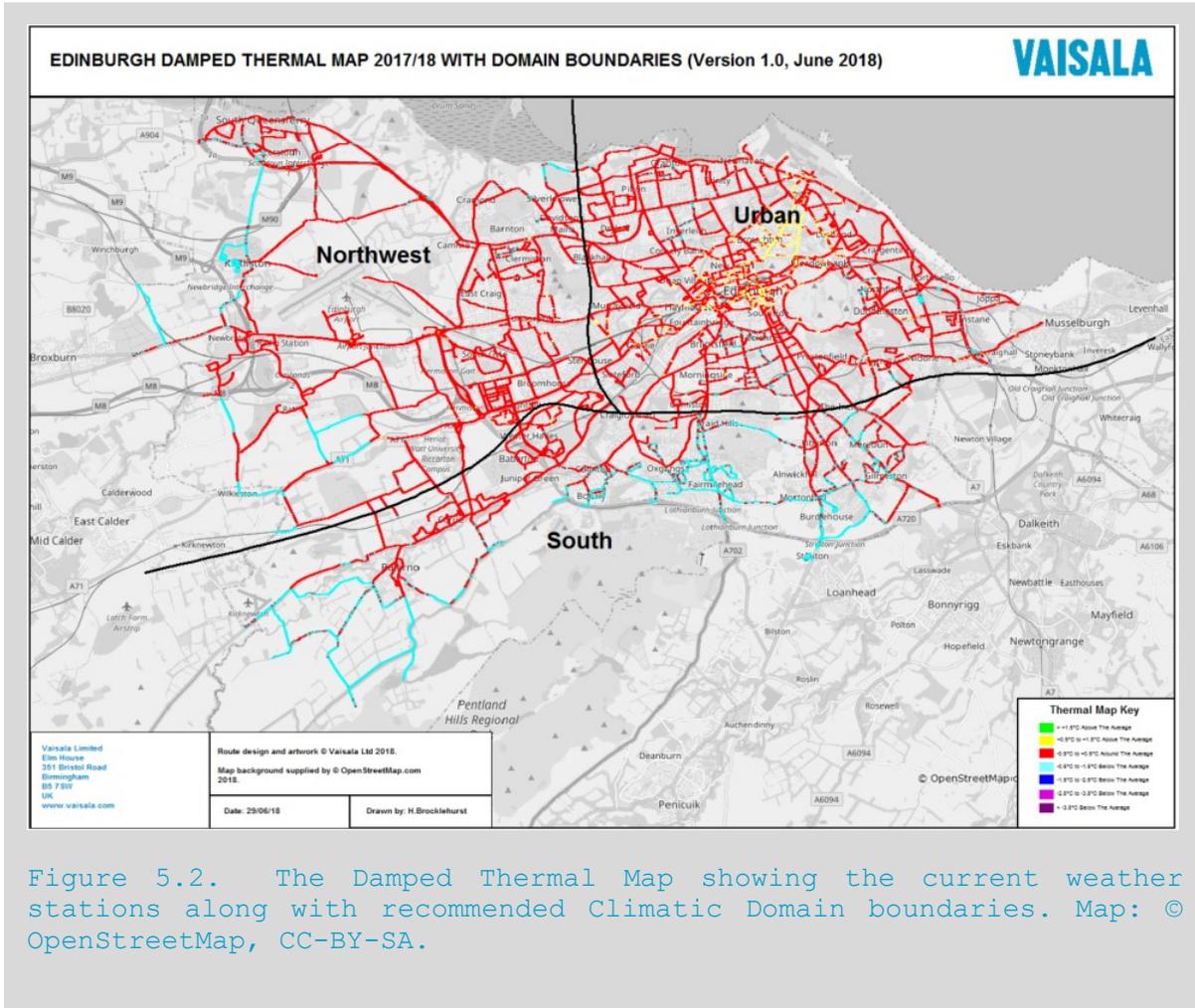


Figure 5.2. The Damped Thermal Map showing the current weather stations along with recommended Climatic Domain boundaries. Map: © OpenStreetMap, CC-BY-SA.

Appendix A: Thermal Mapping Theory

Thermal Mapping is a process by which the variations in minimum night time road surface temperatures (RSTs) are measured using a thermopile (an infrared temperature sensor). The sensor is mounted to a vehicle and connected to a data logger and GPS unit. Once the data has been collected and analysed the resulting Thermal Maps provide a representation of the variations in minimum RST along the road under different weather conditions, therefore revealing a pattern of warm and cold sections across the road network.

Variations in Road Surface Temperature

RSTs vary across the road network for a number of reasons. The weather is one of the overriding influences on RSTs, but other more permanent, non-meteorological factors also play a significant part, especially when looking at overnight temperatures. Even if two sections of road are experiencing the same weather, RSTs can still vary based upon these permanent factors. This section will look at the causes of variations in temperature and the influence of weather on RSTs.

Meteorological Variations

On a clear day heat is absorbed by the road surface in the form of incoming solar radiation. This heat is then slowly released overnight once the warming influence of the sun has disappeared. This creates a diurnal cycle of RSTs, with maximum temperatures normally occurring in the early afternoon and the minimum temperatures occurring just after dawn. The amount of incoming solar radiation will vary depending on, not only the time of day, but also the time of year and the amount of cloud.

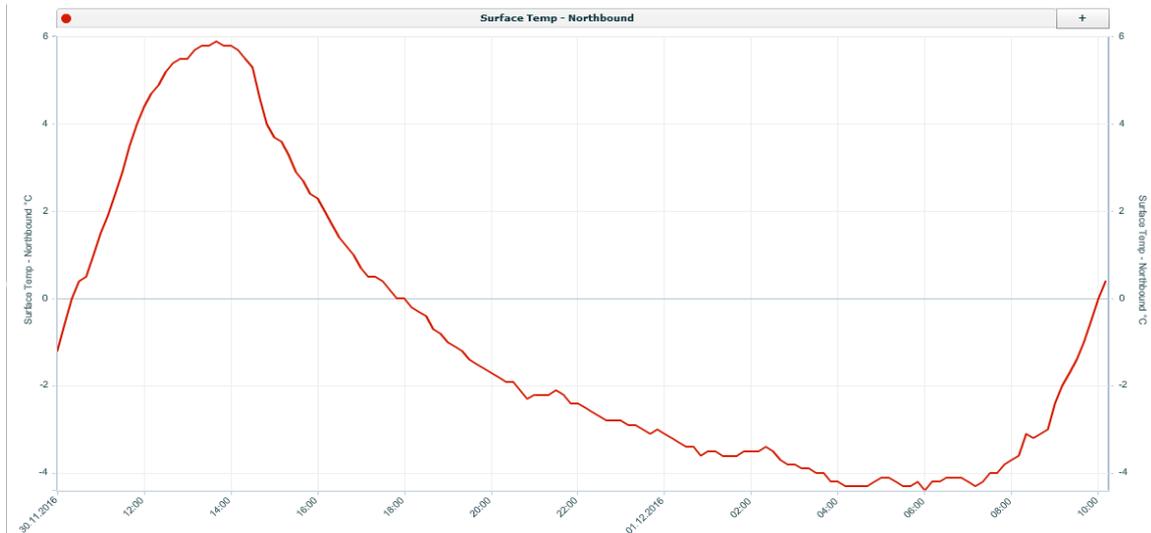


Figure A.1. RST graph showing extreme conditions with maximum daytime heating and maximum night time cooling

Clouds reflect and absorb solar radiation, thereby reducing the amount of direct solar radiation reaching the surface. They absorb heat not only from above, but also from below, due to re-radiation from the earth's surface. This absorbed heat is then re-radiated and at night this can prevent RSTs from falling as low as they would on a clear night when maximum heat can escape back into the atmosphere.



Figure A.2. RST graph showing damped conditions with minimal daytime heating and minimal night time cooling

These different weather conditions are categorised into three types: Extreme, Intermediate and Damped. Roads are surveyed on a selection of nights to assess to what degree the temperature varies in each of these weather conditions.



Extreme Nights

Extreme conditions produce the greatest degree of variation in RSTs. It occurs when skies are clear and wind speeds are very low. The absence of cloud and wind allow for maximum heat loss from road surfaces. In addition, the lack of any significant mixing of air layers allows katabatic drainage (cold air pooling) to occur and the generation of temperature inversions as cooler ground surfaces chill the air immediately above them so that the usual decrease of temperature with height is reversed. This weather scenario is usually associated with anticyclonic (high pressure) systems.

Damped Nights

These conditions represent the opposite end of the weather spectrum, consisting of total low level (below 2000m) cloud cover and moderate or stronger wind speeds. This produces a significantly reduced (or damped) variation in RST. Similar results can also be obtained with lower wind speeds if conditions have remained cloudy throughout the preceding day. This kind of weather is commonly associated with low pressure systems, which often bring associated bands of precipitation.

Intermediate Nights

Intermediate conditions are typically the result of either: a) medium to high level cloud cover with the absence of significant wind, or b) clearer skies with moderate wind speeds. These two situations produce similar results in that the degree of variation of RST is reduced from that found under Extreme conditions but is greater than that found under Damped conditions. Intermediate surveys are associated with nights where changeable conditions are experienced. Therefore,

an algorithm that has been developed by Vaisala is used to ensure the consistency of the map in comparison with the result of the other conditions.

Non-Meteorological Factors

As well as the weather, there are a number of permanent factors that can affect the spatial variation of night time RSTs. Each of these factors have a bearing on the distribution of RSTs but they rarely act in isolation and the RST at any given point is a complex interaction of a number of factors.



Sky View Factor

Sky view factor relates to the amount of “visible sky” and is used to determine the maximum incoming solar radiation that could reach the road surface. It ranges from 0 when none of the sky is visible (e.g. inside a tunnel) to 1 when there are no obstructions visible (e.g. an open hilltop).

The sky view factor depends upon the presence of trees, building cover and topography, which reduce the incoming solar radiation to the surface via shading. At night, low sky view will allow heat to be trapped close to the road surface, keeping the surface temperatures a little warmer.

Altitude

Normally, the higher the altitude, the lower you would expect the minimum road temperature to be. This is the result of the environmental lapse rate (the fall of air temperature with height) which is usually about 6°C per 1000m in altitude. On calm, clear nights, it is possible for lower temperatures to be found at lower

altitude in valley bottoms. This is due to the formation of inversions or the pooling of cold dense air, which sinks under the influence of gravity through the process of katabatic drainage.

Water Bodies

Water has the capacity to maintain heat for a longer period of time after sunset than land. The influence that a water body can have on an adjacent air mass, and subsequently on RSTs in the nearby area is most apparent in coastal regions, where RSTs tend to be warmer in close proximity to the shoreline. The same trend can be noted on a more localised scale in the presence of lakes and rivers.

Road Construction

Changes in road construction provide a significant contribution to the varying characteristics of RSTs. Different construction materials, age and surface dressing type across carriageways will result in differing relative RSTs. Concrete, for example, retains heat stored through the day and gradually emits the heat over night, as a result concrete sections of road can be warmer than other surfaces.

Bridge Decks

Where a road crosses a bridge it is likely to be cooler due to its shallower construction and as a result it will possess a smaller thermal memory. The bridge deck will lose heat upwards into the atmosphere, like a normal road surface, but will also be cooling from below as air circulates under the bridge. In addition, bridges contain a large amount of metal, which loses heat quickly overnight.

Urban Heat Island

The urban heat island effect is the name given to the phenomenon observed in towns and cities whereby the built-up area can be several degrees warmer than the suburbs or surrounding rural area. The temperature difference between urban and rural areas is the result of industrial and domestic heat sources within the town or city, allied to the fact that the fabric of the urban environment, including roads, will retain heat to a greater degree than a rural area. This is the result not only of the construction materials but also the urban architecture and lower sky view factor. Within the city, the heat island effect means that topography, weather and traffic are usually less influential on RST than on other non-urban roads.

Traffic

Traffic tends to keep roads warm at night, offsetting the loss of heat by radiation. Traffic also stirs the air above the surface, promoting the mixing of warmer air with colder layers nearby, limiting cooling on calmer nights. In addition, frictional

heat generated by vehicle tyres and the gaining of heat from engines and exhausts helps to keep roads with higher traffic flows warmer than less heavily trafficked roads. Minimum RSTs can also vary across the carriageways on motorways and dual carriageways. Differences between lanes of up to 1.5°C can occur due to the differences in the volume of traffic in each carriageway. Vehicles tend to concentrate in the nearside lane and at night these lanes are generally warmer than the outside lanes and slip roads. This phenomenon is most significant on roads with high traffic volumes at night.

Climatic Domains



Due to the large size of many road networks, it cannot be assumed that the weather will be the same across the entire region. It is therefore possible that whilst one part of the region may be experiencing Extreme conditions, another may be experiencing Intermediate, or even Damped conditions, due to a changing meteorological situation.

In order to represent this variation it is necessary to sub-divide the road network into smaller areas referred to as Climatic Domains. The extent of a Climatic Domain and the number of climatic areas covering a particular network is dependent upon the proximity of geographical features likely to influence the weather over the network. These could include the proximity to large bodies of water, such as lakes and sea or high ground, and the prevailing wind direction. In each Climatic Domain it would be expected that similar weather conditions could be experienced at any one time.

VAISALA

TRANSPORTATION WEATHER SERVICES

Trusted experts

Vaisala Ltd
351 Bristol Road
Birmingham B5 7SW
United Kingdom

Email (Sales Inquiries):
weathersales@vaisala.com

Email (Technical Support):
ice.technical.support@vaisala.com

Phone (int.): +44 (0)121 683 1200
Fax: +44 (0)121 683 1299

www.vaisala.com

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Roads Services Improvement Plan

Item number	8.3
Report number	
Executive/routine	Executive
Wards	All Wards
Council Commitments	16 , 19

Executive Summary

This report provides a progress report for the Roads Services Improvement Plan. The plan identifies the different issues that impact on road asset management performance across Council teams and the actions that the service is taking to address them. Progress on implementing the plan and the impact it is having on performance, complaints and road condition will continue to be reported to this committee on a regular basis.

Roads Services Improvement Plan

1. Recommendations

- 1.1 It is recommended that Committee notes the progress made with implementing the action in the Improvement Plan to date.

2. Background

- 2.1 The Roads Services Improvement Plan was approved on [10 August 2017](#) and sets out 36 actions that are required to help move forward the service to deliver a high-quality road network, to ensure road users can freely travel around our network and to protect the overall appearance of the city.

3. Main report

- 3.1 The Roads Services Improvement Plan contains a summary of actions and forecasted timescales for implementation and the expected impact that action will deliver and is attached in Appendix 1.
- 3.2 The following information provides a summary of progress to date on each section within the improvement plan.

Organisational Structure

- 3.3 Extensive work is ongoing to realign the structure to create a single service to manage and maintain all elements of the road asset maintenance and renewal cycle. Initial staff engagement has been undertaken to develop the new service arrangements that have informed the structure required to support this service.

Customer Services

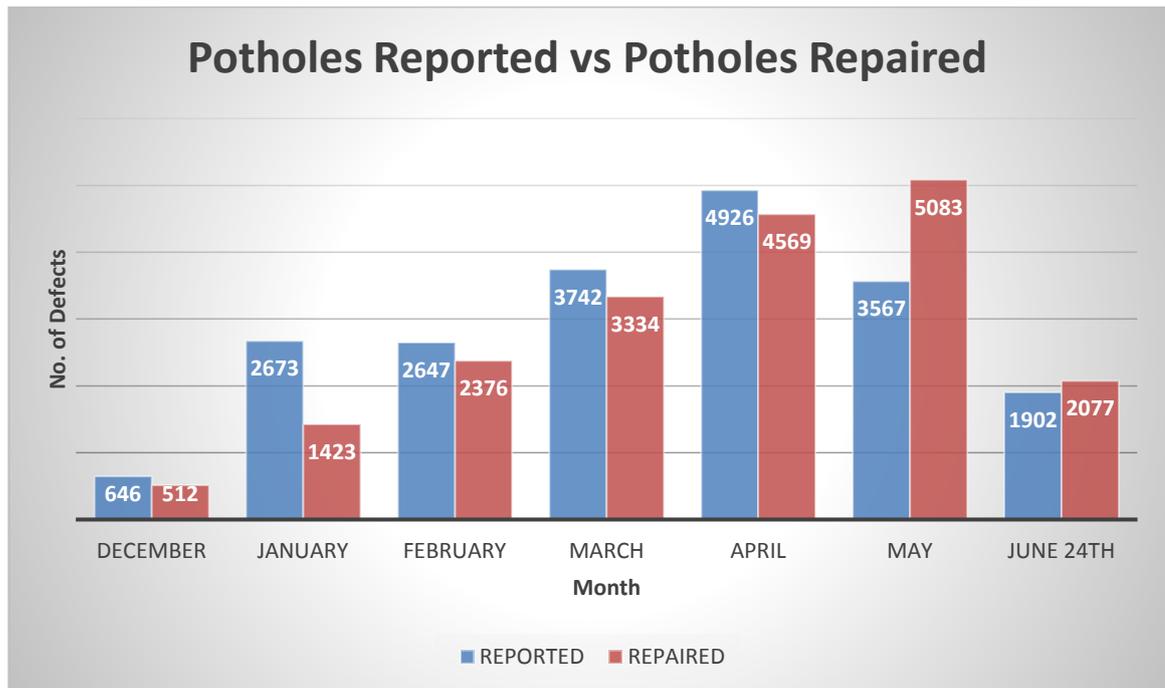
- 3.4 Improvements continue to be identified however, once the new structure is in place more extensive work will be undertaken with Customer Services and Information Technology to ensure the appropriate level of business support is in place to support the new structure.
- 3.5 Web based 'self-help' and information pages are planned to provide useful and clear information.

Road Safety Inspections

- 3.6 Once the review is complete, the new structure proposes to transfer the responsibility for safety inspections and defect inspections to a roads maintenance function.
- 3.7 The Roads Asset Management Plan (RAMP) and performance will include responsibility for Safety Inspections, Public Liability Claims, Capital Prioritisation, Freedom of Information requests (FOIs) and performance updates on all road maintenance activities.

Defect Repairs

- 3.8 The graph below shows an increase in the number of defects reported between January and April 2018, as would be expected during the winter months. The ability for Road Services to repair these defects was affected by the high numbers reported and as a result of the same cohort of staff dealing with winter maintenance. In May and June 2018, the figures show a reverse of this trend whereby Roads Services were able to provide a sufficient staff resource to reduce the backlog following the end of winter and the winter maintenance period.



- 3.9 The figures reported above relate to Category 1, 2 and 3 defects. In previous reports the figures shown related to Category 1 and 2 only (emergency repairs). In December 2017 the Confirm system was amended to include performance information on Category 3 defects (non-emergency repairs).
- 3.10 In a number of cases, Category 3 defects require to be 'made safe' prior to a permanent repair being carried out. Likewise, a number of Category 3 defects will receive an immediate permanent repair.
- 3.11 With the final category of repair, Category 4 (non-emergency repairs), potential defects are logged on the system and monitored. In this category a repair will only be progressed if the defect deteriorates. If there is no deterioration, the defect will remain on the list. There is currently no performance monitoring of Category 4 defects.
- 3.12 A contract has been awarded to undertake permanent revenue funded repairs from July 2018 as Edinburgh Road Services does not currently have the capacity to undertake this work. This contract will capture current Category 3 and Category 4 permanent repairs in the selected locations and pick up repairs that have not yet been identified/logged by the Council's inspection resource.

- 3.13 Following the proposed realignment roads operations activity could be incorporated with the wider roads maintenance function and will become responsible for adopted roads and footway maintenance enquiries, gully enquiries, gritting and grit bin enquiries, road marking renewals and street furniture enquiries.
- 3.14 Significant asset management benefits are anticipated from grouping key services together. The aim is to improve the condition of the road network while extending the useable life and reducing the whole life cost of our road assets. This will reinforce the focus towards planned preventative maintenance, rather than allowing failures and then reactively repairing them.
- 3.15 The following graph shows improvements in the number of Street Lighting defects. This information reflects the normal annual trend for street lighting faults. The number of faults drops throughout the spring and summer months. The number of faults will then start to increase again from August as the darker nights come in and residents become more aware of dark lights.



- 3.16 The rollout of a Central Management System (CMS) within the Council's Energy Efficient Street Lighting Programme will change this historical trend. The CMS will provide the Council with full autonomous control of Edinburgh's street lights and the replacement programme will provide lanterns with a much longer life span. The CMS will provide an alert when individual lights are faulty and potential reasons for the fault. As the programme is rolled out, and the number of the new lanterns increases, the number of faults will reduce and the repair service will shift from a reactive to a proactive repair and will result in a dramatic reduction in customer notified faults.

Workforce Management

- 3.17 A major development in terms of workforce management has been the review of current working patterns in Edinburgh Road Services. The Road Services Manager is working closely with trade unions and staff to review the benefits of different working patterns, both in terms of operational benefits and personal staff benefit.
- 3.18 Edinburgh Road Services recently interviewed for six Skilled Roadworkers and six have been offered full-time permanent positions. Previous recruitment drives have had limited success so it is hoped that we have greater success on this occasion. This increase in the workforce will help to support the objectives in the Improvement Plan which have been a challenge with the current staff numbers.
- 3.19 Action Point 22 in the Improvement Plan shows progress with our commitment to an Apprenticeship programme. A further commitment to the Apprentice programme will be realised through a condition of the Energy Efficient Street Lighting Programme that requires the successful contractor to recruit apprentices under the Community Benefits Scheme.

Fleet and Depots

- 3.20 The Council's Fleet Services are taking forward the key vehicle repairs for ERS (road maintenance, gritting, street lighting, gully cleaning and road lining vehicles)
- 3.21 The closure of Barnton Roads depot is currently underway. Refurbishment is being undertaken at Bankhead depot to accommodate these additional staff and improve facilities. The expected completion date for this transfer of staff in September 2018.
- 3.22 As Barnton depot is located in a quarry the options for the site are limited however, it is proposed to retain the site as a potential income generator through rental to private/small businesses. A tenant has already been secured to occupy part of the site from January 2019 with preparatory work starting in September 2018. A fuller development plan is being considered by the Estate Optimisation Team.

Improved Business Processes and Asset Management

- 3.23 The development of the Confirm Asset Management system continues in terms of street lighting, road and pavement defects and management of grit bins. This development includes a robust reporting system that will support performance monitoring within the new structure.
- 3.24 The realigned inspection process, supported by better information from the Confirm system, will help to identify where investment is needed and will contribute to our aim of ensuring that our roads and structures are safe and well maintained.

Capital Delivery and Contract Management

- 3.25 Through the proposed structural changes, Capital design and delivery and the Street Lighting Energy Efficiency Project will be brought under the Roads Maintenance function. This will provide a closer working relationship with Roads Operations and a stronger link with the RAMP.
- 3.26 The Street Lighting Energy Efficiency Project has been awarded and work will commence in October 2018 to replace 54,000 lanterns. The project will be rolled out on a ward by ward basis with an anticipated completion date in March 2021. An information campaign will run throughout the programme of works with a targeted approach ward by ward and will include letter drops, lamp post signs and wraps and social media. There will also be information on the Council's website at <http://www.edinburgh.gov.uk/streetlighting>.
- 3.27 Officers from Transport and Commercial and Procurement Services have engaged in a period of research and analysis on the forward plan for the management and maintenance of Edinburgh's road network and a contract model for the future provision of the service.
- 3.28 Research initially focussed on a single supplier model but has expanded to look at other delivery models utilised by different local authorities. The potential risks associated with following a Prime Contractor route was highlighted in January 2018 when Carillion PCL went into administration.
- 3.29 A questionnaire was sent to seven councils who utilise different contractor models, with the objective of understanding best practice within the Public Sector, and to gain insight into how other councils across the UK manage the repair, maintenance and replacement of their road and transport networks. The survey asked councils about their delivery models, internal and external services.
- 3.30 Following analysis of the survey results three organisations were selected to visit. The last meeting took place on 4 July 2018. The results of these surveys and visits are currently being analysed, however, a summary of our findings so far is as follows:
- 3.30.1 Councils use a mix of internal and external services;
 - 3.30.2 Internal services are a commercial entity providing competitive rates for their services which are continually benchmarked against market rates;
 - 3.30.3 Advanced work programming (five years), allowing for adequate resources and early contractor engagement; and
 - 3.30.4 Greater efficiencies through economies of scale.
- 3.31 Investigations have indicated that the lack of adequate "in-house" design resources coupled with a difficulty of attracting and retaining experienced engineering design staff are the biggest constraints to the effective delivery of schemes. Also, efficiencies could be delivered through our current framework contract model.

- 3.32 Efficiencies could be delivered by packaging similar works together and awarding a number of projects to one supplier, advance programming, reducing tendering and design resource and allowing early contractor involvement.
- 3.33 In order to achieve this a programme of works complete designs must be available in advance. Current resource levels within Transport mean an external design resource will need to be utilised.
- 3.34 There are various procurement options to deliver this but to begin with the Scotland Excel Engineering and Technical Consultancy Framework will be used. Although at an embryonic stage of development, in the medium to long term, the setting up of the Council's own Term Consultancy Service contract/framework for design and contract management services to augment the "in-house" resource could well be the most appropriate way forward. Obviously, this contract/framework would require to be managed by the "in-house" team.
- 3.35 The next stage of work will focus on a pilot delivery scheme where works are packaged together for design and construction. This pilot scheme will monitor:
- 3.35.1 Effectiveness of external designers;
 - 3.35.2 How a design support framework should be procured long term; and
 - 3.35.3 The impact of packaging works on service delivery and our supply base.

4. Measures of success

- 4.1 Moving forward, there are several key performance and management indicators that need to be created, or refreshed, to ensure that our Roads Services are fit for purpose. However, the two overarching measures of success should be that:
- 4.1.1 Customer satisfaction with roads and pavements, as measured by the Edinburgh Peoples' Survey will increase; and
 - 4.1.2 The condition of Edinburgh's roads will improve, as addressed in the Roads Asset Management Plan

5. Financial impact

- 5.1 It is expected that the action within the Roads Services Improvement Plan can be met from existing resources. However, if further investment is required, this will be quantified and presented to the appropriate committee in due course.
- 5.2 The current three year rolling plan for Capital works would need to be reviewed if the prime contractor model was adopted as this would require the Council to commit to a specific amount of Capital investment over the period of the contract. Approval for this will be sought at the appropriate time.

- 5.3 The energy efficient lighting project will provide a sustained reduction in electricity consumption, energy costs and costs related to Carbon Reduction Commitment fees. The financial benefits of the rollout of this type of lighting was reported to this committee on 27 October 2015. Approval for the business case and the prudential borrowing was approved by Full Council on 19 November 2015.

6. Risk, policy, compliance and governance impact

- 6.1 The Council has a duty to manage and maintain roads as prescribed in the Roads (Scotland) Act 1984. Failure to fulfil these duties effectively could result in legal action being taken against the Council.
- 6.2 There are significant reputational risks if the road network in the city does not begin to improve.
- 6.3 Due to the current structural arrangements and staff vacancies for Inspectors in the Locality teams, it has not been possible to maintain the appropriate level of safety inspections. As a result, the Council has seen a rise in the number of successful Public Liability Claims. The proposed changes to centralise the inspection resource will address this risk.
- 6.4 The specification of the contract documentation for a prime contractor, and the contract management arrangements, will need to be well planned and robust enough to ensure that the aims of the contract are delivered and value for money is achieved. However, this is also true of existing arrangements for all framework contracts.

7. Equalities impact

- 7.1 The improvement plan aims to improve the condition of Edinburgh's pavement, cycleways and road assets, in turn improving mobility opportunities for all users and all modes of pavement, cycleway and road transport. It ensures safer routes, free from potential hazards.

8. Sustainability impact

- 8.1 A permanent first-time fix approach will reduce works vehicle travel, reduce disruption to road, pavement users and the community, reduce the use of new material and reduce the amount of waste material that is disposed of.
- 8.2 Renewal of our road maintenance fleet will provide more efficient engines and reduce emissions.
- 8.3 The introduction of Thermal Mapping based weather forecasting will result in a reduction in the use of salt and vehicle emissions. This is dependent upon the severity of the winter weather conditions on a year to year basis.

- 8.4 The new street lighting lanterns will last for up to 20 years compared to the existing lifespan of two to four years. These lamps use less energy and will contribute to the Council's commitment to reduce carbon emissions and meet its environmental targets.
- 8.5 Moderns lanterns are manufactured in accordance with the Waste Electrical and Electronic Equipment (WEEE) Regulations taking account of all required environmental regulations and can be recycled in accordance with these regulations.

9. Consultation and engagement

- 9.1 As part of the wider improvement plan, trade unions colleagues and employee representatives have, and will continue, to be engaged to ensure everyone's views are taken in to account.
- 9.2 Consultation with staff and trade unions in Edinburgh Road Services was undertaken throughout the review of working patterns.
- 9.3 Edinburgh Road Services staff are being consulted on the depot rationalisation programme.
- 9.4 Consultation and engagement has taken place between Corporate Finance, Fleet and Workshops, Transport Infrastructure, Transport Networks, Localities and Edinburgh Road Services in preparation of this plan.

10. Background reading/external references

- 10.1 [Roads Contract Management - Follow Up](#) at Governance Risk and Best Value Committee on 9 March 2017. This report was referred to [Transport and Environment Committee](#) on 21 March 2017.
- 10.2 [Roads Service Improvement Plan](#) at Governance Risk and Best Value Committee on 20 April 2017.
- 10.3 [Street Lighting - Rollout of Light Emitting Diode Lighting Across the City](#) at Transport and Environment Committee on 27 October 2015.
- 10.4 [Street Lighting - Rollout of Light Emitting Diode Lighting Across the City - referral from Transport and Environment Committee](#) at City of Edinburgh Council committee on 19 November 2015.
- 10.5 [Winter Weather Review at Transport and Environment Committee on 17 May 2018](#)

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Head of Place Management

E-mail: gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

11. Appendices

Appendix 1 – Roads Services Improvement Plan

Appendix 1 - Roads Services Improvement Plan

Forecasted							Status
Action Point	Action	Target Date	Date	Lead Team	Comments		
Organisational Structure							
1	Road Service Operations	Create a single service to manage and maintain all elements of the road asset maintenance/renewal cycle	Mar-18	Sep-18	Head of Place Management	Structural realignment currently underway	Open
2	ERS Operating Model	Re-align the ERS service to respond to visible defects on the road network	Dec-17	Sep-18	ERS Commercial Team	Structural realignment currently underway	Open
3	ERS Budget Structure	Move the ERS budget from being a trading account to a general fund revenue account	Apr-18	ongoing	Corporate Finance and Commercial Team	Budget structure will be influenced by structural realignment. Links to Action Point 28.	Open
4	Network Management	Create a single service to coordinate all activity on the road network (permits, TTROs, diversions etc)	Mar-18	Sep-18	Head of Place Management	Structural realignment currently underway	Open
5	Locality Teams	Ensure sufficient resource remains in our Locality Teams to allow them to deliver road enhancements in consultation with Elected Members and local communities	Mar-18	Sep-18	Head of Place Management	This is being accommodated in the overall structure realignment.	Open
Customer Service							
6	Enquiry Owners	Review all enquiry types and designate responsible officers/teams for each type of enquiry	Oct-17	Sep-18	ICT Systems Roads Services Business Support	This will be influenced by the structural realignment. Linked Action Point 7 and 8.	Open

Forecasted							Status
Action Point	Action	Target Date	Date	Lead Team	Comments		
7	Customer Enquiries	Work with Customer Service colleagues to improve enquiry handling/resolution	Oct-17	Sep-18	Customer Services Roads Services Business Support	Progress linked to Action Point 6. Will be influenced by the structural realignment	Open
8	Enquiry Tracking	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues	Dec-17	Sep-18	Customer Services Roads Services Business Support	Progress is linked to Action Points 6 and 7. Will be influenced by structural realignment	Open
Road Safety Inspections							
9	Roads Inspector Team	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan	Nov-17	Mar-18	Head of Place Management	Required staffing resource has been assessed. Structural changes being implemented as part of the realignment process	Open
10	Inspection Recording	Improve the process for recording inspections and defects	Dec-17	n/a - achieved	RAMP Manager/Process Analyst	Confirm has been amended to support this improvement.	Achieved
11	Training	Deliver refresher training for all Roads Inspectors	Oct-17	Mar-18	RAMP Manager	Links to Action Point 10. Inspector training on Confirm is complete. Training relating to defect classification is complete.	Achieved
12	Inspection Compliance	Focus on carriageway and footway inspections to ensure they are kept up to date	Oct-17	Mar-19	RAMP Manager	Links to Action Point 11. A new dedicated inspection team will be put in place following implementation of the new structure and a series of new inspectoin routes is being developed. A mechanism for monitoring performance has been developed and will be used going forward. A key objective is to improve inspection compliance and reduce the costs associated with Public Liability claims for the period up to March 2019.	Open

Forecasted						Status	
Action Point	Action	Target Date	Date	Lead Team	Comments		
Defect Repairs							
13	Aim for Right First Time Road Defect Repairs	Ensure all squads are properly equipped to carry out permanent first-time repairs wherever possible	Sep-17	Mar-18	Commercial Manager	The inputs in to this process will be affected by the structural realignment. Benefits will be realised through closer links with inspection resource being line managed by the same senior manager. Confirm continues to be developed to support the defect repair process and performance. Provision and maintenance of vehicles, plant and equipment is being progressed with Fleet Services to support this objective. Following review of Hot Box trial, it was decided not to progress with a depot based hot box facility. Improvements will be secured through provision of larger vehicles.	Open
14	Follow Up Repairs Road Defects	Develop a process to follow up with permanent repairs when temporary repairs are required in the first instance	Sep-17	Mar-18	Edinburgh Road Services (ERS)	Processes developed within Confirm to support scheduling of Category 3 and 4 defects and provide performance information. Staffing resource may be a challenge. Progress is linked to Action Point 13.	Achieved
15	Programming and Scheduling of Road Defects	Schedule defect repairs in the most efficient manner and provide key health and safety documentation to squads	Oct-17	Mar-18	BSS Manager/ERS Manager	Scheduling of work via Confirm continues to improve and key H&S documentation, including PU drawings, are provided by admin support staff.	Achieved
16	Guardrail Repair and Replacement	Allocate resources to repair the large number of defective guardrails across the city	Dec-17	Sep-18	Head of Place Management	The allocation of resources will be considered further following the structural realignment to ensure the 'best fit'. This may require the transfer of staff from Workshops and links with Action Point 2. Reporting of guardrail defects is included in current Web developments.	Open

Forecasted							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
17	Setted Street Repairs	Ensure adequate internal capability to properly repair defects on setted streets.	Mar-18	Mar-19	RAMP Manager/Commercial Manager	Council Engineers and Designers are receiving training in setted streets. Training will be completed by December 2018. ERS currently do not have the capacity or staff expertise to deliver this in-house. Work packages will need to be issued until Council operational staff have the capacity/expertise.	Open
18	Street Lighting Defect Repairs	Reduce the number of outstanding street lighting defects	Mar-18	Ongoing	Contract and Logisitcs Manager/Business Support	The number of outstanding defects continues to reduce in line with annual trend. Developments with Confirm and data cleansing of the system continues to support the defect repair process. Resources being identified to undertake Night Time Find and Fix to support reduction in outstanding defects. Progress is linked to Action Point 23.	Open
Workforce Management							
19	Nightshift	Evaluate effectiveness of the nightshift service and consider improvements	Aug-17	n/a - achieved	Commercial Manager / Contracts & Logistics Managers	Review of Civils Nightshift operations has been completed. Findings show that the Civils Nightshift team provides a valuable service and offers flexibility for service delivery. Further analysis of Street Lighting Nightshift and the Stand-by system is ongoing.	Achieved with additional activities underway
20	Increased Investment in resources	Invest in training and engagement for all staff, in addition to providing equipment and leadership to support people in their role.	Sep-17	n/a - achieved	OD & Learning/ERS Manager	Training matrix established. Critical training gaps addressed, electronic training records developed. Long term training programme developed with OD&L. Plant and equipment reviewed and implemented. Bi-monthly meetings held with staff and union representatives in each depot.	Achieved with additional activities underway

Forecasted							Status
Action Point	Action	Target Date	Date	Lead Team	Comments		
21	Working Patterns	Review current working patterns to ensure the service delivery is aligned to demand	Oct-17	Aug-18	ERS Manager	Business options developed. Work is ongoing with staff and Trade Unions to establish working patterns.	Open
22	Apprenticeships	Rollout a full apprenticeship programme within Roads Services to develop young people in our workforce and ensure that we have the right skill sets in the future	Apr-18	ongoing	OD & Learning	2 x Apprentices secured for ERS in 2018. Street Lighting training will be included in Apprentice Electrician posts in Housing Propoerty Services. Apprentices will be recruited under the Community Benefits Scheme within the Street Lighting Energy Efficient Programme.	Achieved
23	Service Contract for Street Lighting Repairs	Develop a Service Contract with appropriate suppliers to provide skilled street lighting operatives.	Apr-18	ongoing	ERS Manager	It has not been possible to secure staff via the Quick Quote process or Service Contract. Advice is being sought from Procurement on the best way forward, however availability of labour is scarce.	Open
Fleet and Depots							
24	Fleet Maintenance	Consider current use of maintenance bay at Bankhead to avoid the downtime of vehicles travelling to Russell Road Depot	Oct-17	Mar-18	Commercial Manager/ Fleet Manager	Review of vehicle maintenance has identified the benefits that a dedicated programme of servicing would bring to Bankhead Depot's operations. Design for fleet maintenance facilities is being progressed.	Achieved
25	Depot Review	Review the requirement for three depots for roads and develop a rationalisation/improvement strategy	Dec-17	Dec-18	ERS Manager/ Asset Strategy Manager	Management review is underway with findings anticipated in December 2018. Closure of Barnton Depot is progressing. Building work at Bankhead Depot to accommodate this move is underway. Expected move/completion date Setember 2018. A review of the depot provision in the South East of the city is underway. Further analysis of resources at Blackford Roads Depot will be considered as part of this Improvement Plan and the wider Depot Rationalisation Project.	Open

Forecasted							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
26	Salt Storage	Ensure that adequate arrangements are in place to provide core and contingency salt stocks to support our winter maintenance activity	Sep-17	n/a - achieved	Commercial Manager/Asset Strategy Manager	Sufficient salt stocks are arranged for next winter. Contingency stocks will either be located in Leith with the supplier or CEC Breahead Depot. Discussions are progressing with the supplier. If Blackford Depot continues as an operational roads depot, funding will be required replace the salt shed.	Achieved with additional activities underway
Improved Business Processes							
27	Confirm Training	Extend training to staff and ensure Confirm is fully utilised	Oct-17	Mar-18	Confirm Board	Following completion of Confirm Health Check, improvements have been made to the system. Training has been delivered to Locality and ERS staff by Confirm Superusers. Support will continue as required to embed the changes.	Achieved
28	Schedule of Rates (SORs)	Develop a suite of schedule of rates for the newly established Road Service operations	Dec-17	Sep-18	Commercial Manager	Work is ongoing with discussion between Place Management and Finance on the best operating model for the service. Development of SORs will depend on the outcome of these discussions. Links to Action Point 3	Open
29	Winter Weather Treatment	Review the winter maintenance operation and ensure that the service achieves value for money	Aug-17	n/a - achieved	ERS Manager/Locality Managers	Thermal Mapping is complete. New routes are being developed	Achieved with additional activities underway
Improved Asset Management							
30	Asset responsibility	Create a joint RAMP and Roads Inspection function	Dec-17	Sep-18	Head of Place Management	A list of assets and the teams responsible for their maintenance has been developed and is maintained by the RAMP Manager. Progress is linked to the structural realignment.	Open

Forecasted							Status
Action Point	Action	Target Date	Date	Lead Team	Comments		
31	Inspection and RAMP data	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset	Mar-18	ongoing	RAMP Manager	Enquiry and Confirm data is being used to support RCI information.	Open
32	Street Lighting Central Management System (CMS)	Include the provision of CMS in the energy efficient lighting contract	Sep-18	n/a - achieved	Street Lighting & Traffic Signals Manager	Links to Action Point 36. The benefits of the CMS will be realised following the installation of the new lanterns. Retro-fit of 9,000 CMS nodes to existing energy efficient lanterns commenced in June 2018.	Achieved
Capital Delivery and Contract Management							
33	Prime contractor	Undertake market testing to assess the potential for the procurement of a single prime contractor to deliver all capital works	Dec-17	Jun-18	Infrastructure Manager	Market testing complete. Links to Action Point 34.	Achieved
34	Contract Management	Benchmark other Councils with prime contractors to determine the optimal contract management structure and roles	Feb-18	Jun-18	Infrastructure Manager/Commercial and Procurement	Benchmarking complete. Links to Action Point 33.	Achieved
35	Contract Management	Following market testing and benchmarking, if appropriate, seek Committee approval, develop a contract specification, advertise and procure a prime contract before implementation	Apr-19	ongoing	Infrastructure Manager/Commercial and Procurement	Work is ongoing. Next steps will be to focus on a pilot delivery scheme with works packaged together for design and construction. Progress is linked to Action Points 33 & 34.	Open
36	Street Lighting Project	Convert existing Street Lighting to energy efficient lanterns	Dec-20	May-21	Street Lighting & Traffic Signals Manager	Works will commence October 2018 on a Ward by Ward basis	Open

Transport and Environment Committee

10.00am, Thursday 9 August 2018

Edinburgh Catering Services – Update on School Meals and the Use of Plastic in Schools - referral from the Education, Children and Families Committee

Item number	8.4
Report number	
Wards	All

Executive summary

The Education, Children and Families Committee on 22 May 2018 considered the attached report by the Executive Director of Resources which provided an update on the school meals service; progress towards achieving the Silver Food for Life Award across the school estate, transporting school meals, reducing plastics and packaging throughout the estate and menu feedback opportunities.

The report is referred to the Transport and Environment Committee for information.

Terms of Referral

Edinburgh Catering Services – Update on School Meals and the Use of Plastic in Schools

Terms of referral

- 1.1 On 22 May 2018, the Education, Children and Families Committee considered the attached report by the Executive Director of Resources which provided an update on the school meals service: progress towards achieving the Silver Food for Life Award across the school estate, transporting school meals, reducing plastics and packaging throughout the estate and menu feedback opportunities.
- 1.2 The Education, Children and Families Committee agreed:
 - 1.2.1 To note the report.
 - 1.2.2 To note the continued successful retention of Food for Life (FFL) Bronze catering mark across the school estate, Silver catering mark in two schools and the intention to increase the Silver accreditation to further two schools.
 - 1.2.3 To note the current challenges with regards to school meal transport and the intention to incrementally open more production kitchens.
 - 1.2.4 To note the current actions being taken to reduce the use of plastics across the catering service.
 - 1.2.5 To recommend that both a parent survey and pupil comment cards were rolled out across the school estate to encourage wider feedback on school meals and to request that the annual update on school meals provided to Committee included the results of these feedback mechanisms.
 - 1.2.6 To note that there had been significant feedback in regards to the quality of school meals and recommend that work continues to improve satisfaction with the service for those schools remaining at Bronze level.
 - 1.2.7 To refer the report to the Transport and Environment Committee.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to note the report.

Background reading / external references

[Webcast of Education, Children and Families Committee – 22 May 2018](#)

[Minute of Education, Children and Families Committee 13 December 2017](#) (Item 5)

Laurence Rockey

Head of Strategy and Insight

Contact: Lesley Birrell, Committee Services

Email: lesley.birrell@edinburgh.gov.uk | Tel: 0131 529 4240

Links

Appendix [Edinburgh Catering Services – Update on School Meals and the Use of Plastic in Schools](#) - report by the Executive Director of Resources

10am, Tuesday, 22 May 2018

Appendix

Edinburgh Catering Services – Update on Schools Meals and the Use of Plastic in Schools

Item number	
Report number	
Executive/routine	Executive
Wards	City wide
Council Commitments	26; 45

Executive Summary

This report addresses an addendum approved by the Education, Children and Families Committee, on 13 December 2017, by providing an update on the school meals service; progress on Food for Life Silver; transporting school meals; reducing plastics and packaging throughout the estate; and menu feedback opportunities.

Edinburgh Catering Services – Update on Schools Meals and the Use of Plastic in Schools

1. Recommendations

- 1.1 That Committee:
 - 1.1.1 Notes the content of this report.
 - 1.1.2 Notes the continued successful retention of Food for Life (FFL) Bronze catering mark across the school estate, Silver catering mark in two school and the intention to increase the Silver accreditation to a further two schools;
 - 1.1.3 Notes the current challenges with regards to school meal transport and the intention to incrementally open more production kitchens;
 - 1.1.4 Notes the current actions being taken to reduce the use of plastics across the catering service; and
 - 1.1.5 Notes the options available for feedback on school menu design.

2. Background

- 2.1 On 13 December 2017, the Education, Children and Families Committee considered an annual report providing an update on school meals, which highlighted a number of emerging challenges principally due to school meal uptake continuing to increase.
- 2.2 An addendum by the Green Group was approved that stated “in light of the challenges laid out in this report, this Committee calls for a further report in two cycles setting out the recommendations to tackle these challenges, including, but not restricted to:
 - extending the number of schools reaching Food for Life silver accreditation; the impact caused by transport and time delays on the nutritional value of menu items;
 - options to further reduce packaging;
 - a mechanism for parents to input thoughts into the menu design, with a focus on healthy options. and
 - further, the report should consider how other authorities have been dealing with similar challenges.”

- 2.3 In addition to the above, the Transport and Environment Committee, on 9 March 2018, approved an addendum by the Green Group part of which “noted that plastic bottles are used during Edinburgh Council service delivery, including school pack lunches, and requests a report on way of reducing the use.”
- 2.4 This report seeks to address the above addendums.

3. Main report

Extending Food for Life Silver

- 3.1 The two silver pilot sites (Currie HS and Buckstone PS) have implemented silver catering mark menus over a full year and two menu cycles, 2016/17 and 2017/18. To achieve the Silver Catering Mark catering must:
- continue to meet ALL the bronze standards (assurance certificates required for all meat, along with supplier declarations; other standards to be assessed during inspection);
 - pick up an additional 150 points in total by:
 - 1) Spending at least 5% of total ingredient budget on organic produce. Min: 25 points (this is required)
 - 2) Sourcing ethical and environmentally friendly food (organic, free range, MSC, MCS ‘fish to eat’, Freedom Food, Fairtrade or LEAF). Min: 15 points;
 - acting on the making healthy eating easy steps. Min: 20 points; and
 - collect another 90 points from any of the three categories (including; reducing plate waste, meat free day, % local spend).
- 3.2 Achieving a minimum of 150 points in the pilot schools has been reached through a combination of several activities, which include making healthy choices easier and direct work with the schools to promote the school meals service and wider aspects of food through education.
- 3.3 To reach the required 5% of total ingredient budget on organic produce, several products have been tried with varying success. Organic produce is often significantly more expensive than the non-organic alternative. To minimise the impact of this, the service has researched several different products and options; selecting some with a smaller price differential where possible. The full analysis was provided in the report to Committee on 13 December 2017.
- 3.4 Moving forward, the service will continue to work with Food for Life (FFL) to build upon the Bronze catering mark. By maintaining the Bronze catering mark across all schools, work will continue with suppliers to source produce from Scotland and the UK where possible; such as meat, chicken, dairy, fruit and vegetables with the principal aim to increase the range of local produce available.

- 3.5 The service has recently signed up to the Meat Free Monday campaign – the first local authority in Scotland to do so. It is hoped that this will further promote our commitment to work with FFL on one of their core aims of achieving greater uptake of fruit and vegetables in children’s diets.
- 3.6 The cost of moving to Silver across the estate is a significant hurdle as the likely increase is in the region of £200k per annum to the current budget. However, the service has been working with FFL to conduct independent analysis on the true total cost of moving to silver and this will be shared with members prior to the FY 2019/20 budget setting exercise.
- 3.7 Notwithstanding the above, it is proposed to seek to move to Silver catering mark in two further establishments, St Crispin’s Special School and Nether Currie Primary. This can be achieved at minimal cost by changing production kitchens, i.e., St Crispin’s SS will supply Buckstone PS and Currie HS will supply Nether Currie PS, which will allow both to be accredited.
- 3.8 The local authority holders of Silver Food for Life award in Scotland are Aberdeenshire, Aberdeen City and Stirling. While these authorities who are working to less volumes than Edinburgh, the programme has received the investment needed to achieve the accreditation.

The impact caused by transport and time delays on the nutritional value of menu items

- 3.9 The catering service principal objective is to deliver high quality, hot food to the 90+ schools under their responsibility, which is typically 18,500 meals per day Monday to Thursday. Data from the Healthy Living Survey 2017, highlights that Edinburgh provides the fourth highest number of meals across Scotland behind Glasgow, Fife and North Lanarkshire. The service is delivered from 54 production kitchens across the school sites and therefore kitchen staff play a significant role in preparing and transporting hot and cold food to the other 41 primary schools and 18 nurseries, which don’t have cooking facilities.
- 3.10 The production kitchens use Reiber boxes to keep the food at a safe temperature during transport and leave the cooking of meals as late as possible, to ensure the food is as fresh as it can possibly be. The Catering management team have worked to minimise transport runs to ensure food is not being held too long and all kitchen staff receive training on the use of transport boxes to include packing techniques. Over time, advice from Reiber has been adapted on transporting meals to ensure that kitchens fill boxes correctly so that food is kept at the correct temperature and specific serving methods are adopted to enhance food quality and nutrition. In summary, the key to keeping the food as fresh as possible, is the production kitchen cooks adapting cooking techniques to ensure meals are as fresh and as high quality as possible taking into account transportation requirements. This approach changes on a daily basis depending on the menu for any given day, e.g., the requirements for transporting breaded or coated fish is different to soup or stews.

3.11 The main challenges around this method of delivery are;

- Transport runs are often combined so the drivers' complete multi-drops. This minimises the number of vehicles being used and is less costly than using 2 or 3 delivery drivers. However, in theory, this impacts on meal quality due to the transport time of multi-drops and meals being prepared early to accommodate transport time.
- School kitchen facilities – many of the current production kitchens have been adapted to accommodate transporting meals. Much of the equipment is dated and is only capable of producing a set number of meals. In some kitchens, this results in food being cooked in batches and being held longer prior to transporting.
- Rising Roles across the estate have led to many kitchens transporting circa 300 meals to primary schools. This has increased the amount of vans the service have had to contract to deliver the meals. This is set to increase over the Summer term 18/19 with an additional 21 Early Years settings launching a meal service to accommodate 1140.

3.12 A number of production kitchens were closed several years ago as part of a budget saving exercise and, in many of these schools, the former space has since been adopted into school usage areas. However, to seek to address the above challenges, the service is carrying out a feasibility study into opening more production kitchens across the estate. Initially, it is proposed to establish production kitchens at Ratho and Queensferry Primary Schools, which can be achieved with limited investment due to their former kitchens still being in situ. A positive impact of this is that there will be a reduction in 4 school meal runs daily to and from the schools. Both kitchens will be well equipped to deal with the rising roles specifically in these outlying areas and contribute to the support of the 1140 nursery meals programme. Due to the forecast demand through rising school rolls, it is likely that additional production kitchens will have to be opened in the future.

3.13 Most other Scottish local authorities transport meals to some extent. For many smaller local authorities, the benefits of transporting meals reduce the labour cost to provide the service and are effective in remote areas. From discussions with other authorities it is understood that Edinburgh has one of the largest transport runs across Scotland. Many authorities tie in similar menus to Edinburgh to mitigate the challenges of transporting meals. The menus are designed with transport in mind, looking at recipes which will hold well in Reiber boxes and products that are modified to allow for transport.

Packaging and Plastic Bottles

3.14 The catering service currently procures plastic water bottles across the estate for the provision of packed lunches. Monday to Thursday the service use, re-useable beakers with jugs of water on dining tables. However, due to the nature of the

service on a Friday, it is not feasible to offer this option as pupils take the packed lunch before leaving for the day.

3.15 The packed lunch currently contains: a sandwich, piece of fruit, fruit yogurt and a bottle of water. Many children take this packed lunch to eat at activity clubs or after school clubs and the provision of water is important for hydration. However, increasingly parents are providing their children with re-useable water bottles removing the need to provide a further disposal option.

3.16 The service has been working closely with suppliers to reduce the amount of packaging in the supply chain. The environmental performance of suppliers is benchmarked during the Excel Tender Framework, with suppliers detailing the steps they take to mitigate the impact on the environment. Suppliers are encouraged to minimise the amount of packaging used on incoming goods, while bearing in mind the food hygiene requirements for the protection of foodstuffs. Work with all our suppliers on initiatives to reduce packaging waste includes: -

- Brakes (dry & frozen) - have a stringent Environmental Management System policy which details their approach to product packaging and the steps they are taking to reduce product packaging and plastics.
https://www.brake.co.uk/media/1968/working-with-us-2016_may1.pdf
- Muller Wiseman (milk supplier) are currently working with Tetra Pak to test non-plastic straws or a campaign on correct recycling of cartons.
- George Andersons (vegetables) where possible utilise reusable crates to deliver fruit and vegetables
- The department have been in contact with zero waste Scotland who have produce a toolkit for kitchens to help them reduce waste -
http://www.zerowastescotland.org.uk/sites/default/files/FoodWaste_CateringTeam_Toolkit10%204_0.pdf
- From information provided by Scotland Excel (procurement partner for
- Scottish local authorities) many other councils are actively looking into reducing packaging waste. Many councils face similar challenges in removing plastic water bottles and removing plastic straws from milk cartons. Scotland Excel have been actively working with suppliers to review their products and push through new initiatives such as milk straw recycling campaigns and a new non-plastic water product.

3.17 With specific reference to the Friday packed lunch, the service are currently proposing to implement:-

- Leaving the water bottle out of the packed lunch bag (wherever possible), thus pupils can help themselves as required, i.e., it will now be optional. This has been communicated to parents and schools prior to the launch of the spring menu, to inform them that water will still be provide upon request for those with no access to reusable water bottles;

- A trial has been launched in 12 schools in March 2018 with new sandwich packaging – trialling a flow wrapped film opposed to a sandwich wedge. It is estimated that flow wrapped sandwiches save 50% on traditional wedge packaging;
 - Discussions are ongoing with Vegware. Their products are low carbon, made from renewable or recycled materials, and all can be recycled along with food waste where facilities exist. The main issue is that the cost of switching to the Vegware product is significantly more expensive than the current product;
 - The service is switching to a new yogurt supplier with the yogurt packaged in printed pots, made of a very thin gauge of polypropylene; and
 - Work is continuing with the drinks supplier to develop a tetra pack water carton that could replace our current plastic bottle of water. This would dramatically reduce the amount of plastic bottles we currently use. The supplier is in early stage of development but we hope to be able to trial this as soon as it has been developed.
- 3.18 The service has also drafted an environmental performance framework which is currently being reviewed, which will govern the policies and procedures within catering.

Menu Design Process

- 3.19 The catering team work to implement nutritionally balanced, appealing menus to our children across the estate. When creating a menu consideration is given to previous feedback obtained through the “food in schools mailbox” and, where possible, these are incorporated into the menu for the next term. Each term a menu leaflet is distributed to all schools with the following information; the new terms menu, details on free school meals, changes to the menu and the e-mail address foodinschools@edinburgh.gov.uk for parents to contact the service with comments or queries. Feedback is proactively encouraged and how to do has been added to the annual menu booklets to parents along with highlighting some of the changes as a result of previous feedback.
- 3.20 The service works with groups across varying levels such as pupil’s feedback, information provided to us from schools direct and kitchen staff to create a balanced menu, which promotes seasonal fresh produce and adheres to the requirements of the Schools Food and Nutrition Act 2007. Data from ParentPay is also used on an annual basis to review the meals that have been most popular on menu cycles. The service has looked at schemes such as the East Ayrshire Council school meals survey, which is completed on-line and the results are published annually.

- 3.21 There has been a significant increase in the volume of vegetarian meals produced in our schools over the last three years. To further promote this, and as highlighted earlier in this report, the service has signed up to the Meat Free Monday campaign. This will be monitoring through-out its introduction and changes adapted based on feedback and uptake.
- 3.22 Moving forward the aim is to promote greater involvement with parent councils to gain their input into new menu design. Feedback from pupils is also important and comment cards for pupils were recently trialled in some of primary schools, to elicit comment.

4. Measures of success

- 4.1 The successful retention of the Bronze FFL Catering Mark across the school estate.
- 4.2 Maintaining silver in 2 pilot schools and adding a further 2 schools to the silver award by the end of 2018.
- 4.3 Continued engagement with parent councils and the expansion of the use of feedback in the menu design process.
- 4.4 Continued review of production kitchen demands and transport requirements.
- 4.5 The continued reduction of plastics within the school estate.
- 4.6 The successful publication of the caterings Environmental framework document.

5. Financial impact

- 5.1 The cost of extending Food for Life to a further two schools can be contained within existing budgets. Any further expansion will require investment.
- 5.2 The capital and revenue cost of opening a further two production kitchens can be contained within existing budgets.
- 5.3 Any further switch on disposal spend, e.g., biodegradable product and/or tetra pack water is still to be established but there will be an increase in current spend.

6. Risk, policy, compliance and governance impact

- 6.1 None identified.

7. Equalities impact

- 7.1 There are no negative equality or human rights identified as being impacted with this report.
- 7.2 There will be negligible impact to the economy as the new tender looks to build upon the current framework for sourcing local fruit and vegetables with the aim of

maximising this provision. The tender will build in community benefits and have a clear measurable scale for assessing the procurement of Scottish produce. This tender is not likely to have any great impact on any of the High relevance criteria. It is likely that this will further contribute to reducing the impacts on the environment by sourcing a greater amount of local produce, also further support the local economy.

8. Sustainability impact

- 8.1 Choosing to reduce the use of plastics in the supply chain is likely to have a positive effect on the environment.
- 8.2 The continued focus on spend on local produce is likely to have a positive effect on the local economy and reduce the carbon footprint.
- 8.3 The uptake in delivered meals is likely to have a negative impact on the environment due to the increase in vans transporting meals.

9. Consultation and engagement

- 9.1 Consultation with pupils and parents is highlighted to continue and increase over the next menu cycle.

10. Background reading/external references

[School Meals update](#), Report to Education, Children and Families Committee, 13 December 2016

[School Meals Update](#), Report to Education, Children and Families Committee, 13 December 2017

Addendum by Green Group to Transport and Environment Committee, 9 March 2018

[APSE – School Meal Update](#)

Stephen S. Moir

Executive Director of Resources

Christopher Ross, Catering Manager

E-mail: christopher.ross2@edinburgh.gov.uk | Tel: 0131 123 4567

11. Appendices

- 11.1 None.